

**Yesterday** – Saw a Rally Run to Oberon visiting the Ben Chifley Dam and Oberon Tarana Heritage Railway. Lunch was in a carriage, or at the station, followed by a visit to the “Truck & Tractor Orphanage” and the Gairloch garden in Oberon.



Packardian stragglers on Ben Chifley Dam. *Photo by Jeff Clarkson*



Some Packardians enjoying their lunch at the Oberon Tarana Heritage Railway. *Photo by Jeff Clarkson's assistant.*



A few Packardians enjoying the Truck and Tractor Orphanage. *Photo by Jeff Clarkson.*

**Evening** – Was happy hour time then dinner at your leisure. I trust everyone enjoyed Happy Hour and their “leisurely”, dinner or whatever took your fancy. “*Did someone say KFC*”, to quote a colloquial advertisement.

**Forecast from the BOM Website** Sunny 14C, 5% chance of rain. Sunny. Patches of morning frost. Winds westerly 15 to 20 km/h becoming light in the evening.

**Today, Friday**-Rally Run to Tarana. Morning Tea, including arguably the best homemade vanilla slice in NSW. Cost for morning tea was included in your selections from the Rally Activities Form.

**Lunch and Afternoon** in Bathurst at your leisure

**Evening** – Farewell Gala Dinner & presentations at Rydges in the Panorama Room with a Cash bar commencing at 6:30 pm for a 7:30 pm start, Guest speaker - cartoonist, author and car buff Warren Brown. Cost of the meal was included in your selections from the Rally Activities Form. Big question, even before the evening begins is – Who was successful in the Concours on Wednesday? Well, all will be revealed during the course of the evening!

**Hard Luck Stories (car anonymity preserved)**

John Payne was spotted placing a short in his car door – something to do with getting his electric window right. He assured me everything was all right, nothing to see here.

Now this is a serious one - Michael Keyte lost one nut and a rubber on the way into Oberon (ouch). A friendly mechanic helped him out and he now has a fully operating shocker and a spring in his step.

Rumour has it that our new Secretary should be asked about knickers, not sure what Irene Laverick meant but ask our new Secretary anyway 😊.

**Tomorrow, Saturday** - Leave for home after a fun filled week of Packard camaraderie and exploration.

Like to see more of Quinn the Kelpie, this time without Clynton Robinson? Irene Laverick and Maureen Barlow previously emailed: “Here are some fun photos of our “mascot” Quinn the kelpie enjoying the rally. We picked him up in Gundagai, and he has been along on all the trips.”



*Getting acquainted with the Cormorant. Photo arranged and taken by Irene Laverick and Maureen Barlow.*



*Admiring the lights on Ross’s car. Photo arranged and taken by Irene Laverick and Maureen Barlow.*



*Quinn visits Oberon railway. Photo arranged and taken by Irene Laverick and Maureen Barlow.*

### **Packard through the Ages**

**1949** - Only two US car makers were debt free after their wartime contracts ceased. They were GM and Packard whose post war production goal was 200,000 cars per year. This goal was never reached.

**1951** - Bought a new look to the 24<sup>th</sup> Series Packard, contour styling with bold horizontal grill and single piece windscreen – the first American cars with this look.

**1954** - Packard had only 0.75% US market share. Merger discussions were held with Studebaker. The new entity being created was called the Studebaker - Packard Corporation.

**1958** - In July Packard cars quietly ceased production. The Packard name retained until 1962 when the company was renamed the Studebaker Corporation.

**Thankyou** to all who contributed in any form to this journal.

**Special Thanks to Mal Harris** for putting the bulk of this Newsletter together, without his efforts this would not have happened.

**Jeff Clarkson**