

The Scored Journal



ALOHA REGION

Issue 132

December 2000

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Sec/Editor: Victor Weisberger 262-7117
General-at Arms & Model N Ford Coordinator:
Bob Gosch 621-7204

MEETING SCHEDULE: 9:00 A.M.
Lunch and car talk 12 noon.
Location: Eagle Distributors
Clubroom, 99-1269 Iwaena, Halawa
Valley, (last building end of road,
basement below first basement)

MEETING DATES:

Sat Dec 23, 2000
Sat Jan 13, 2001
Sat Feb 3, 2001
Sat Feb 24, 2001
Sat Mar 17, 2001



FEATURE PHOTO: PANHARD

Our feature photo this issue is a 1960's vintage Panhard four door sedan belonging to member Bob Gosch. Set out to pasture, the Panhard cries tears of vines. "Help, please save me", says the little fish mouth grill.

Windows and headlamps have been smashed out by vandals, but the car is otherwise complete. There is no rust out because it is all aluminium

Panhard is a famous name in automotive history, dating back to the 1890's, the company was known for innovative engineering and reliability.

This car is loaded with unique features. The unitized body and chassis is all aluminium. Powered by a large two cylinder air cooled engine combined with the light-weight body, the car accelerates like a four cylinder engine, yet



PANHARD CONTINUED

delivers high miles per liter of gas. Even when this car was new, gasoline in France was nearly \$5.00 per U.S. gallon (due to high taxes). Hence the French fascination with two cylinder engines offered by all French auto makers then and now.

In its day, this Panhard was a medium priced car in France. It cost more than a two cylinder Citroen, Renault, Puegot, or four cylinder Simca. Only the large Citroens and Puegots cost more.

Several years ago an all Panhard home coming meet was held in Paris. Panhard cars, many ancient museum cars as well as later models came from all over Europe. But only three of the aluminium bodied models appeared. This is because as the cars aged and their value dropped they were worth more as scrap aluminium than as running cars. This is the reason for the scarcity of the aluminium Panhards today.

The two cylinder air cooled engine has exposed cooling fins like a Harley Davidson motorcycle engine and is about the same size. Other two cylinder car engines look puny by comparison. Because the engine has been designed to cool without shrouding, everything is accessible. Also, the clever front wheel drive design eliminates the use of CVJ rubber boots. What a godsend if you have ever changed CVJ rubber boots on a modern front wheel drive car.

Bob has expressed a desire to see this unique car saved and will make an unbelievable deal for any Aloha Region member who has it in his heart to restore it. A U-Haul auto trailer can be rented for only twenty five bucks per day. Your newsletter editor will volunteer his time and truck with a tow hitch to get it to your home.

No garage you say! Fear not for rust. The aluminium Panhard can be stored in the open in your back yard. Throw a car cover over it and your wife won't even know it is there.....talk to Bob Gosch.



173 Birdseye Road
Shelton, CT 06484-2103
November 28, 2000

Victor Weisberger
162 Kaha Street
Kailua, Hawaii 96734

Dear Victor:

I received your letter regarding the Bishop Museum Model N Ford. First of all, thanks for contacting the Model N,R,S Chapter, as we now know where one more Model N is located.

I will try to help you as much as I possibly can. When I purchased my 1908 Model S, it too appeared to be constantly in gear. Hopefully, the car that you are working on doesn't have the same problem that mine had, as my repair was quite extensive.

In answer to your specific question, the gear lever (transmission controller lever, catalog part number 648) *should* be in the vertical position when the car is in neutral. However, the lever positioning may or may not be vertical in your Model N, because the clamping portion of the lever may have slipped over the years. When in either low or high gear, the controller lever remains in position. It feels as though the lever "goes past center" and locks in position holding the lever in gear. Neutral is half way between low and high. There is no distinct position or detent in neutral. At best, the lever has a "sloppy" feel when in neutral.

The problem that you are experiencing is more than likely in the way the parts are installed or adjusted. So, before I relay to you what was wrong with my car, there are several things you should check on your Model N. I suggest that you check the following: (1) Refer to the Model N,R,S price/parts list. Are any of the components missing? (2) Be sure that the "Transmission High Speed Pull Rod" (catalog part number 618) is installed with the "U" upside down. I have heard of persons installing this part wrong. (3) Loosen each of the three transmission bands so that there is little or no drag on the drums. Then jack one of the rear wheels off of the floor and rotate that wheel. (Assuming the engine is in position.) Does the brake drum (rear trans drum) rotate independently of the other two drums? If not, try to determine why. Is the rear axle differential the problem? (4) If no problem is apparent yet, try to adjust the clutch by rotating the "Transmission High Speed Spider" (catalog part number 611) on the "Transmission Shaft" (catalog part number 609). It is possible that the clutch fingers are so tight against the "Transmission High Speed Friction Plate" (catalog part 616) that you are not sufficiently dis-engaging the clutch disks so that the three drums can separate far enough to turn on their triple gears. If this is the case, the transmission would be locked in high gear via the clutch disks. (5) Also, what happens at the transmission when you crank the engine over?

You mentioned that the engine was "professionally" rebuilt. Was the transmission also "professionally" rebuilt? When I bought my car, I found that the transmission was seized due to improperly machined replacement triple gears. I've since corrected the problem, but it took considerable machining to eliminate the problem. For your sake, I hope that you don't have the "same" triple gears that are in my car.

If you still have a problem after checking the above, please let me know and I'll send you pictures of my transmission showing the rod positioning, etc. Let me know what you find.

I would like to include you as a member of the N,R,S Chapter. Presently, there are NO dues. You would receive a bi-monthly chapter newsletter. Enclosed is a information sheet for the chapter. Even if you choose not to join the chapter, would you please let me know the engine number of the Bishop Model N, so that I can include it in the roster of existing Model N, R, S Fords. I will list the Bishop Museum as the owner.

Sincerely,



Bruce E. Hartel

Secretary - N,R,S Chapter MTFCA

Obituaries

Willard Prentice

Willard J. Prentice of Timonium, a retired employee of the Army Corps of Engineers who was stationed in Baltimore for many years, died on Aug. 31 as a result of pneumonia. He was 91 years old.

Mr. Prentice was born near Douglas, Mich. Oct. 26, 1908, the son of Joseph and Ida Prentice. He received his civil engineering degree from the University of Detroit.

As a cooperative student, he began part-time work with the Detroit District of the Army Corps of Engineers in 1934. In 1939 he was transferred to the Baltimore District, where he served both as a hydraulic engineer and a civil engineer.

With 40 years of government service, he retired as a section chief in the engineering division of the Baltimore District in 1975.

Mr. Prentice had many outside interests, which included being a fellow and life member of the American Society of Civil Engineers and a member of Tau Beta Pi honorary engineering fraternity and

its Baltimore Alumnus Chapter. He was a member of the National Association of Retired Federal Employees and its Towson chapter.

Mr. Prentice became a licensed amateur radio operator and remained active in the hobby until his death. His call sign, W3VBM, was well known particularly in the emergency nets in which he was interested. He was also a member of the Military Affiliate Radio System and regularly handled radio messages between Army personnel overseas and their families.

The hobby he enjoyed the most, however, was owning an antique car. His first antique was a 1922 Ford which he bought in 1949 for \$45. During subsequent years he bought and sold numerous antiques. He helped organize the Chesapeake Region of the Antique Automobile Club of America in 1955 and he remained an active member of the club until his death.

While working in Baltimore, Mr. Prentice bowled regularly with an office duckpin league. After open-heart surgery in 1988 he began a regular schedule of daily walks.

In 1942 he married Agnes Elizabeth Roby of Baltimore. After his retirement they spent their winters



Willard Prentice

visiting Arizona, California, Florida, Hawaii, Texas, Mexico, the Dominican Republic, Antigua, Costa Rica, Guatemala and Panama. Mrs. Prentice died in 1982.

Survivors include a son, Warren S. Prentice Sr. of Lutherville; a daughter, Mary Lynn Smith of West Virginia; five grandchildren; and three great-grandchildren.

Funeral services were held on Sept. 2 and burial was in Dulany Valley Memorial Gardens.



1929 PHOTO

Willard Prentice, with a 1929 Franklin sedan, became an enthusiast after buying a 1922 Ford roadster for \$45 in 1949.

Tribute to the memory of Willard Prentice is made because of his financial contribution to the Aloha Region for a period of more than ten years. Also, he contributed the wood steering wheel with the brass spyder for the Model N. Ford restoration project.

MUSTANG MADNESS

Mike McKenna's

McKENNA WINDWARD

ALL FORD SHOW



at

On Sunday, March 25, 2001

9:00am - 4:00pm

Mustangs and ALL other Fords welcome! Must be FORD powered. ANY Year, Style & Condition. FREE Admission. FREE Entry Fee. Special guest appearance by Ford SVE chief engineer, John Coletti. All cars eligible to win Awards. Club members eligible to win Door Prizes. Pre-registration required by calling Darryl Yamane at (808) 677-6975. Space is limited. Please call early to reserve your spot. Your participation is needed to support the "ALL FORD" debut!
9th Annual Auto Show co-sponsored by the
ALOHA MUSTANG & SHELBY CLUB OF HAWAII



Special Invitation to the Aloha Region to bring the model N Ford.

Don Johnston, President Mustang Club

725 Kailua Road
Ph (808) 266-7000



Kailua, HI 96734

Packard

Resurrection plan for Packard cars runs out of steam

Arizona Republic

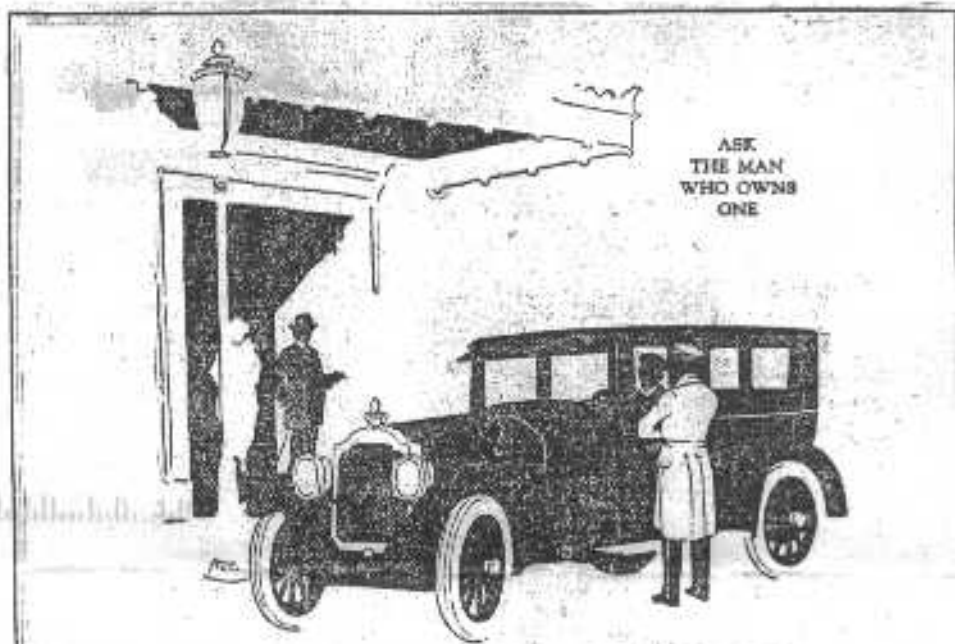
PHOENIX — The Packard Motor Car Co., a Phoenix-based effort to resurrect one of the greatest names in motoring, is being auctioned on eBay.

The fledgling company, which has produced a widely acclaimed running prototype of a modern V-12 Packard, is being sold on the Internet lock, stock and barrel, according to Roy Gullickson, the Phoenix engineer who unveiled his prototype about two years ago.

Gullickson is selling the Packard name, its classic logo, the prototype car, a full-size styling model, factory equipment and other pieces of his company to the highest bidder. The sale is necessary, he said, because he hasn't attracted enough investors to start a factory to build his dream car, the "ultraluxury" Packard 12.

"We'll see what happens," Gullickson said, still hoping he can make a go at manufacturing. "Maybe it will shake some investment people out of the bushes."

The entrepreneur said 85 orders already have been placed for the Packard 12, an extravagant automobile that would compete with such foreign luxury brands as Rolls-Royce and Mercedes-Benz and sell at prices well over \$100,000. Dean Kruse, president of Kruse International, which is handling the sale for eBay, said the trademarked Packard logo alone is worth considerable money.



Inquiry among Single-Six owners will reveal to you that many of them expect to drive their cars for five years and more. Thus they are avoiding the loss always involved in frequent changes.

This is one of the reasons why the conviction is growing that ownership of a Packard is downright economy. This conviction is fortified by the surprisingly low cost of operation and maintenance.

It is probably a reasonable assertion that nowhere can you purchase so much motoring satisfaction at so low a cost.

Any Packard salesman will gladly amplify this statement and prove to your satisfaction the greater investment economy of the Single-Six.

Carl C. Anthony, Inc.

1335 Van Ness Ave., San Francisco
KFI

2211 Webster St., Oakland
Closed Sundays

PACKARD

SEASON'S GREETINGS HONOLULU HI 96813 *12/13/00* 2:16 *

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Aloha Region
Antique Automobile Club of America

162 Kaha Street
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