



VOL. 16, NO. 21

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## "ESSENTIAL TRANSPORTATION WORKER" PLAN



Today the automobile dealer has two very important jobs to do, (1) to encourage his entire organization to efficiently keep America's automotive transportation system in good operating condition—running at maximum efficiency, (2) to help owners and operators in every way possible to conserve gasoline, oil and tires.

have been requested by every car and truck manufacturing company, to get behind this program. You are one of a nation wide group of some 40,000 dealers. An army backing up and maintaining a wartime transportation system that will deliver vast quantities of war material. These goods must reach their destinations and workers must get to their jobs.—on time.



What do you do about all this? Realizing that automotive transportation is vital to our war production as well as to our civil economy—realizing that the existing supply of automotive units and their tires is all but irreplaceable and that every extra mile that each can be made to serve is a direct help to victory, dealers should sign a pledge to the Office of Defense Transportation as follows:

**WE HEREBY PLEDGE** that we will regard it as our patriotic duty to do all in our power to prolong the life of any automotive part or tire on which we perform any maintenance work or service.

We will see that careful inspections are made, that all adjustments or minor repairs that come within the service facilities we are equipped to give are performed promptly and efficiently, thereby doing all we can to prevent major repairs with consequent waste of parts, materials and tires.

Proper maintenance, education and conservation are now made tangible goods considered essential to the war program and are so classified by Joseph B. Eastman, Director of the Office of Defense Transportation.


We now have a nation-wide program of cooperation with America's war effort. All dealers

To accomplish this, the full cooperation of every man in every organization is needed. Let's fully and enthusiastically accept the responsibility that goes with this official emblem.

In time of war, more is required of all of us and from now on in your capacity as a civilian worker in an essential industry, you are doing important work in helping your country.

Very naturally and most emphatically we do not want anyone of you to take any part of this program as an excuse for refraining from volunteering your services or your time in any other activity deemed essential by the Government. Certainly we will, and we want every one of you if it is at all possible, to take on more work during this emergency. We know that you will be anxious to do so. Nothing in this program should be interpreted as meaning that any of us who are of the right age and fitted for military service can escape such service. No real American wants such an excuse. All we have asked for is the privilege of working in some essential capacity. We have now received officially, such a designation. Any man who can, should enter the armed forces of our country, and those of us who cannot, will be proud of him. Those of us who remain as civilians have our work clearly defined and with you we will accept as a real responsibility, the important job of efficiently keeping America's transportation system "delivering the goods."

The material which the factory has supplied to carry out this program consists of a large window poster which will be properly displayed in front windows and in Service Departments. The message printed on the poster will be carried to all customers by means of a reproduction of the Eastman statement in the form of a sticker and we are asking every service manager, mechanic, service salesman and parts man to join with us in pledging to the Office of Defense Transportation as follows:



## *A Pledge*

TO THE OFFICE OF DEFENSE TRANSPORTATION

I will do my best to MAINTAIN and CONSERVE  
Automotive Vehicles and Tires, so essential to the Nation's War  
Effort, and will endeavor to persuade all others to do the same.

SIGNED \_\_\_\_\_  
FIRM \_\_\_\_\_  
DATE \_\_\_\_\_ TOWN \_\_\_\_\_ STATE \_\_\_\_\_

In return for this pledge and the continued cooperation and fine spirit, an official emblem will be presented designating you as an Essential Transportation Worker, the large pin to be worn on work clothes and the lapel button for dress suits.

## SPARK PLUG TERMINAL NUTS

To further conserve brass for direct war purposes and to avoid curtailment of spark plug production, spark plug manufacturers find it necessary to ship replacement spark plugs less the terminal nuts.

Spark plugs shipped from our factory will include these nuts as long as our present stock allows, but as soon as these are exhausted, all future shipments of plugs will be less the terminal nuts.

When new plugs are installed, the old terminal nuts should be removed from the discarded plugs and again used on the new plugs. Even though new plugs received for the present are equipped with terminal nuts, the old nuts should be saved to help make up any losses after these are discontinued from new plug shipments.

This applies to both A. C. and Champion spark plugs.

## GEAR SHIFTING IN COLD WEATHER

Have you figured out why there is more trouble with the gear shift mechanism during cold weather? If you have not, the following information will clear up the question.

From a standpoint of lubrication alone, the oil in the transmission is not a difficult problem. Bearing loads and tooth pressures are not high, so that a straight mineral oil of the recommended viscosity will do a satisfactory job.

When cars leave the factory, the transmissions are lubricated with an oil of S.A.E. 140 viscosity. It is a "summer" lubricant, but it is used here throughout the year, because we do not know the season when the car will actually go into service. In warm climates this summer lubricant is good for the entire year, and even in cold climates it is suitable for all but a few months.

Summer oil will lubricate even in cold weather, because first the friction and then the radiated heat from the motor will thin it to a suitable consistency. The gears and bearings do not suffer during the period immediately after a cold start because the film of congealed oil provides lubrication until the bulk of the oil becomes fluid.

But here is where the catch comes in. In very cold weather, a summer oil becomes so stiff

that a great deal of pressure on the gear shift lever is necessary for the first shift. Even though there is only a normal amount of stretch and lost motion in the shift linkage, the movement of the gear may be held back (by the thick oil) so that the linkage drops into the neutral position before the gears are out of mesh. This will not happen if a winter oil is used.

Incidentally, the winter oil will lubricate well enough in hot weather, but there is apt to be an increase in gear noise and a tendency for the clutch to spin. For this reason a change to summer lubricant in the spring is a good practice.

## PROTECTION OF WIRING HARNESS—CLIPPER

In the Clipper Models, the electrical wiring harness comes through the dash on the left side, just above and close to the rear end of the battery.

The clearance between the wiring harness and the battery varies on different models, *but there should always be a clearance.*

The metal retaining plate and the thumb nut sometimes become corroded from battery fumes and moisture. If the braided wiring harness comes in contact with this corrosion the insulation may be destroyed so that a short circuit in the electrical system may result.

It is a simple matter to check this condition when the left side of the hood is raised, and this should always be done. If you find that the harness has been making contact with the retaining plate or the thumb nut, the following procedure should be followed:

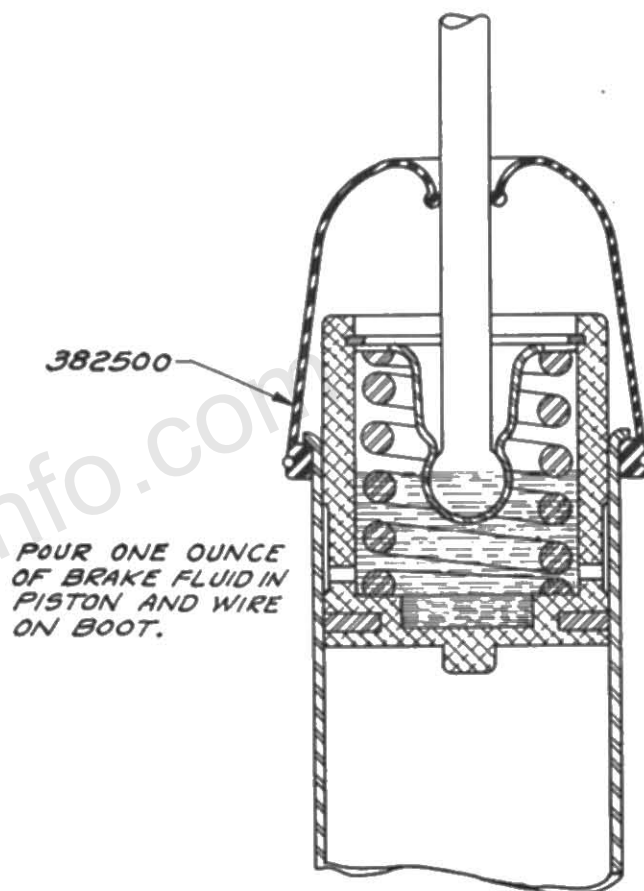
1. Loosen the thumb nuts and slide the retaining plate forward, away from the harness.
2. Clean the metal parts and grease thoroughly.
3. Use rubber or friction tape to cover the harness, and shellac the insulation.
4. Pull the harness up through the hole in the dash and as far away from the battery as possible.
5. See that the harness lies down close to the dash, to further increase the clearance.

You will appreciate the importance of this inspection. A short circuit may cause serious and expensive results.

## HYDRAULIC CYLINDER BOOTS AUTOMATIC WINDOWS

### SUPER EIGHT

In checking the hydraulic cylinders of the automatic window mechanism, you may find that there is occasion to replace the rubber boot at the upper end of the cylinder.



A break in the boot will permit the loss of the brake fluid which lubricates the cylinder and the piston. It may also permit the entrance of foreign matter.

We are now carrying these boots in our Service Stores Division and they may be ordered individually:

382500—Hydraulic Cylinder Boot.

Before installing a new boot, add one ounce of brake fluid to the inside of the piston. This insures the lubrication of the piston and cylinder, and prevents the boot from sticking to the piston.

After the boot is installed, it should be held in place with a soft wire, lightly twisted.

# OTHERS ARE SELLING SERVICE THIS WAY—

## IMPORTANT

As the owner of a good automobile you **must** take care of it, for you don't know how long it will be before you can replace it.

O. D. T. wants twenty million cars maintained on the highways, operating at maximum efficiency to do our war job. We invite you to use our Packard Service Station for all repairs, refinishing, fenders and body work, welding, wheel alignment, lubrication, winter preparation and every kind of car service.

Thirty-two years with Packard, a competent staff of service men, necessary equipment, charges no higher than average, work guaranteed — all make it worth your giving us a trial.

ASK THE MAN WHO OWNS ONE

**Packard Lackawanna Automobile Co.**

ELMER JONES, Service Mgr.

580 MARKET STREET, KINGSTON, PA.

DIAL 7-1141

Here's something interesting . . .

CONSERVE YOUR MOTOR CAR

*How? By consulting us about our "Car Health Analysis Plan" Have your car inspected by us today!*



**PACKARD MOTOR CAR COMPANY**  
OF CANADA, Limited

1026-30 St. Catherine St. W.

Montreal 6363

Montreal

Mr. Edward Lang,  
1836 Brewster Ave.,  
Cincinnati, Ohio

Dear Mr. Lang:

Gasoline rationing, for the purpose of conserving tires, is scheduled to become effective nation-wide sometime during the next sixty days. While this will undoubtedly cause some adjustment in our driving habits, we are sure, that all of us are willing to make this needed sacrifice to prolong the life of the national transportation system. At the same time we should be sure that under these forthcoming restricted driving conditions, we make certain we get the utmost in mileage from whatever gasoline we are permitted to buy.

In addition, The War Production Board Limitation Order L-158 which places certain restrictions on the sale of replacement parts and limits the manufacture of certain parts, has occasioned some confusion in the minds of car owners.

We are anxious to be of the utmost assistance to Packard owners and accordingly are sending Mr. L. E. Bowles, Factory Service Manager, and Mr. Herman Sebalch, Factory Parts Representative to the Citizens Motor Car Company, 918 Sycamore Street, Cincinnati on October 19, 20 and 21.

In addition to giving your car a thorough and complete inspection without charge or obligation on your part, Mr. Bowles and Mr. Sebalch will gladly co-operate with your dealer in advising you of the parts you can have replaced, if necessary, and the parts that can only be reconditioned, all for the purpose of keeping your car in running condition for the duration.

You are invited to avail yourself of the services of these men during their necessarily brief visit at The Citizens Motor Car Company. Do so today by phoning Mr. Matteson, Service Manager, telephone Cherry 4110 for a definite appointment.

Very truly yours,

PACKARD MOTOR SALES COMPANY

D. S. Mansford  
Zone Manager

### TO ALL PACKARD OWNERS:

Our factory has recognized upon us the responsibility of a dealer to its customers to help them keep their cars in as perfect mechanical condition as possible. In order to do our part in having you take care of your car, we have grouped together a number of special services which will help give you more gas mileage and help prevent future trouble and wear.

- Remove and clean carburetor and set to analyze
- Clean and adjust distributor points and set timing
- Clean, adjust and test spark plugs
- Check compression and vacuum
- Set carburetor with motor analyzer
- Clean and refill air filter
- Clean and repack front wheel bearings
- Tighten all electrical connections
- Set voltage control and generator
- Test engine and oil
- Check front wheel alignment and balance, and report to owner. This is very important to eliminate road noise, tire wear.

We are making a special price of the above group for only \$4.50 on six cylinder cars and \$7.00 on eight cylinder cars.

We will be glad to take care of your car any time you can let us have it.

We want to assure all Packard owners that Mr. Mansford and the main special Packard mechanics are still with us to visit you and take care of your car needs.

We will be glad to send for and deliver your car anywhere in Louisville for no additional charge.

Very truly yours,  
Horton-McNary Motors, Inc.

*Gordon Lane*  
Service Manager

### Mr. Packard Owner:

Many Packard owners are asking, "What can I have done to my car to make sure that I get the best possible mileage?"

In answering this we will have to assume that the car in general and the motor is in fairly satisfactory condition and that such items as pistons, rings and bearings do not require attention.

The items which should be checked and put in first-class condition are as follows:

- Ignition timing should be set with all the advance it will take.
- The carburetor should be cleaned and adjusted with special attention to the float level and fuel setting.
- The air cleaner and oil filler cap should be cleaned and recleaned.
- The heat control valve should be operating freely.
- Engine temperature should be controlled by efficient thermostats and radiator covers.
- Manifold gaskets should be checked for leaks.
- Cylinder compression and the condition of valves should be checked. The carbon should be removed if necessary.
- Wheels should turn freely with proper lubrication, alignment and no brake drag due to improper adjustment or sticky brake cables.
- Tire pressures should be maintained at approximately two pounds above the recommended pressure since under-inflated tires require extra power.

We urge you to let us check these items for you. In addition, may we suggest that the use of premium gasoline will give you best results and that it is well to remember that a "light foot" on the accelerator and the brake pedal will greatly aid in obtaining the most economical driving and the best possible mileage from both gasoline and tires.

Very truly yours,

HORTON-MCENARY MOTORS, INC.

Service Manager

SUGGESTIONS OR QUESTIONS ARE ALWAYS WELCOME. ADDRESS—EDITOR PACKARD SERVICE LETTER