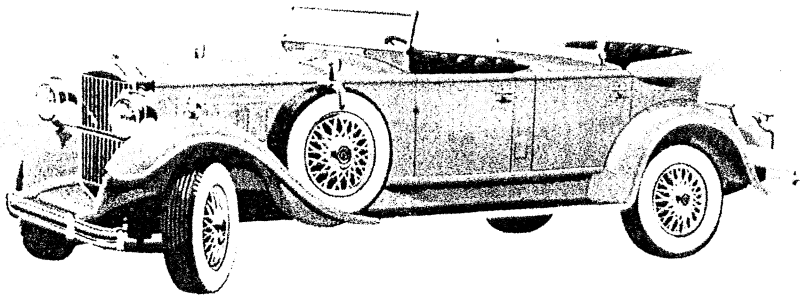
1930 PACKARD SPORT PHAETON

ONE OF AMERICA'S GREAT CLASSIC AUTOMOBILES



CAUTION: NOT RECOMMENDED FOR CHILDREN UNDER 8 YEARS OF AGE. Contains unfinished metal parts. Use care when removing metal flash.

In 1898, James Ward Packard paid $1,000 for a new-fangled horseless carriage. He had been assured by friends that the Winton car was the best yet produced. During the 60-mile trip home, he had great cause to doubt his friends' judgment. The radiator sprung a leak, the engine ran hot, the spark failed, and the drive chain snapped in two. He arrived home behind the heels of the animal the machine was to replace.

For a week he tinkered and toiled to find ways in which the machine could be improved. Packard returned to the car's manufacturer, Alexander Winton, and presented his recommendations. Winton bristled at the advice, "If you're so smart," Winton retorted, "why don't you build a better machine yourself!" There followed a moment of restrained silence ending when Packard answered, "Why, Mr. Winton, I guess I'll do just that!"

Fifteen months later, the first Packard was on the road; and by 1903 Packards were winning reliability and speed trials, running nip and tuck with Wintons. During this year Packard clearly demonstrated to Winton that he was a man who could make good a boast. Immediately after Winton set a new American trans-continental record, Packard followed in his tracks and crossed the continent in sixty-one days, beating his time by three days. The record breaking 1903 Model F Packard, nicknamed "Old Pacific," is now enshrined in the Smithsonian Institution in Washington, D. C.

By 1904, Packard began to compete in the big-time race circuits. His "Gray Wolf" could clock 90 miles an hour. This redoubtable light-weight racing car, built primarily from Packard's four-cylinder Model K, set six world records before it challenged the specially constructed giants of America and Europe at the first of the famous Vanderbilt Cup Races on Long Island. It finished fourth overall and was second highest of the six American entries. Thus, in a few short years, Packard proved to Winton, indeed to the world, that he could build a superior automobile.

Packard became a legend in the realm of speed. At one time, the Packard engine held more land, air, and sea records than any other marque. In 1919, a 12-cylinder Packard recaptured for America the world land-speed record by clocking 149 miles an hour with Ralph DePalma at the wheel. Packard engines powered "Miss America" speedboats to the finish line for three world records. In the air for both the Army and the Navy, the dependably fast engine established an unprecedented array of firsts. A Navy PN-9 equipped with two 600-horsepower engines singularly established seven world records.

Packard's fame was not built by speed records alone. Packards were built for those who demanded luxury and grace, blended artfully with speed. Between 1914 and 1936, Packard became the American style leader. This styling accomplishment stemmed from the company's promise to the purchaser that it would never be out of style to drive a Packard. A Packard always looked like a Packard! Only the most perceptive eye could distinguish the minute and gradual changes introduced yearly.

The Packard Motor Car Company produced some of the world's greatest classic automobiles. High on the list of automotive connoisseurs' choice in the classic category is the six-wire wheel, double-cowl Packard Phaeton of 1930. Its distinctive Gothic radiator is a crowning embellishment of its nostalgic charm. At a glance, the sport phaeton disclosed the traditional superior material and superb craftsmanship of an automobile built to a standard, not to a price.

Hubley Manufacturing Company has authentically and accurately placed into model form one of America's great classics. Like the original car, this magnificently crafted model will, in time, take its place as a collector's item, recalling the splendor of a great American automobile.

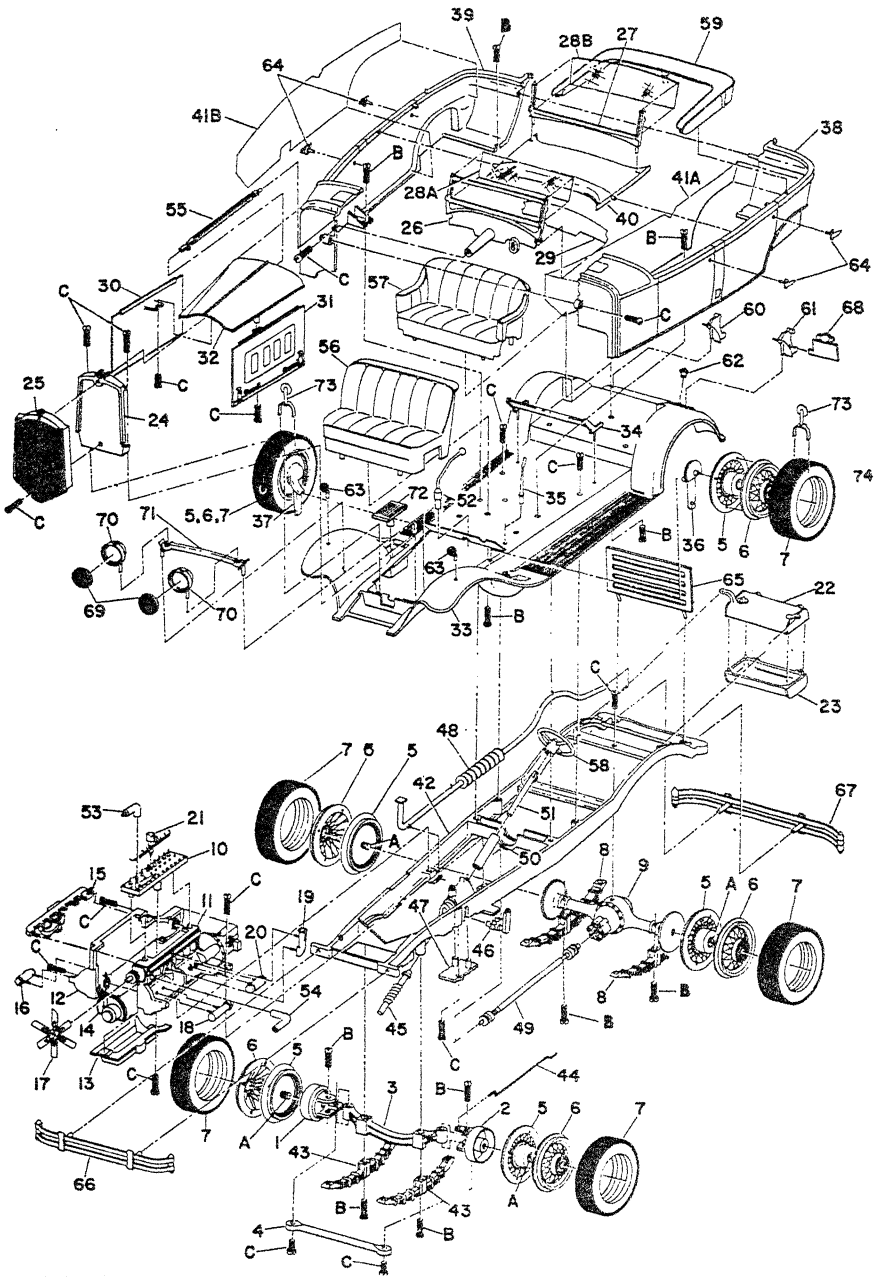
L. Scott Bailey, Editor
ANTIQUE AUTOMOBILE

PARTS LIST

1. Right Wheel Drum*
2. Left Wheel Drum*
3. Front Axle*
4. Tie Rod*
5. Wheel Discs—Inner (6)***
6. Wheel Discs—Outer (6)**
7. Rubber Tires (6)
8. Rear Springs (2)*
9. Rear End Differential*
10. Engine Head*
11. Left Engine Block*
12. Right Engine Block*
13. Oil Pan*
14. Front Engine Plate**
15. Manifold**
16. Generator**
17. Fan**
18. Horn**
19. Oil-Filler Pipe**
20. Starter**
21. Distributor***
22. Gasoline Tank (upper half)***
23. Gasoline Tank (lower half)***
24. Radiator Core*
25. Grille Shell **
26. Front Windshield Frame**
27. Rear Windshield Frame**
28. Plastic Windshields
29. Dashboard Label
30. Engine Hood—Right Side*
31. Engine Hood—Left Side*
32. Engine Hood—Top*
33. Chassis*
34. Foot Rest***
35. Hand Brake**
36. Left Spare Tire Bracket*
37. Right Spare Tire Bracket*
38. Body—left half*
39. Body—right half*
40. Cowl*
41. Vinyl Upholstery Panel labels
42. Frame*
43. Front Springs (2)*
44. Wire Drag Link
45. Worm Gear*
46. Sector Gear*
47. Steering Box Cover*
48. Exhaust*
49. Drive Shaft*
50. Red Rubber Steering Column Tube
51. Steel Steering Rod
52. Gear Shift Lever**
53. Black Rubber Upper Radiator Hose (short)
54. Black Rubber Lower Radiator Hose (long)
55. Hood Bar*
56. Front Seat***
57. Rear Seat***
58. Steering Wheel*
59. Top Boot***
60. Luggage Rack Right Side Bracket**
61. Luggage Rack Left Side Bracket**
62. Gas Tank Cap**
63. Parking Lights (2)**
64. Door Handles (4)**
65. Luggage Rack**
66. Front Bumper**
67. Rear Bumper**
68. Tail Light**
69. Headlight Lenses (2)**
70. Headlights (2)**
71. Headlight Crossbar**
72. Battery Box Cover**
73. Side Mirrors (2)**
74. White Sidewall Labels

Packet of 33 Screws, Required Sizes

1930 PACKARD SPORT PHAETON

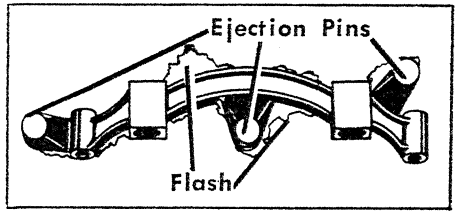


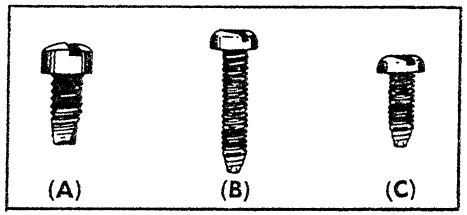
ASSEMBLY INSTRUCTIONS

Some of the plastic parts in this kit are necessarily very delicate and great care should be taken to prevent breaking pins during assembly.

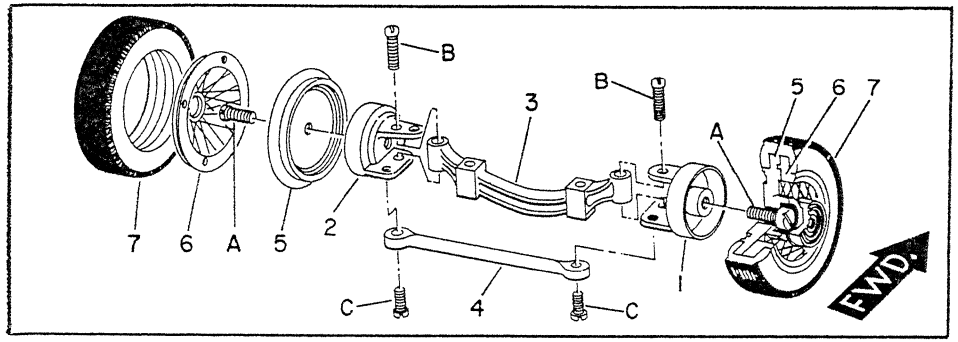
IMPORTANT!—BEFORE BEGINNING ASSEMBLY, *READ AND UNDERSTAND YOUR INSTRUCTIONS. DO NOT HURRY!* Using the parts list and drawing, check off all pieces to make sure the kit is complete.

The assembly instructions contain the complete procedure for assembling the kit, including instructions for cementing plastic parts and installing labels; however, assemble entire car temporarily to make certain that all parts fit properly and to familiarize yourself with the kit. After all parts fit satisfactorily, disassemble the entire car, paint the parts as desired and reassemble permanently, cementing all plastic parts in place and installing labels.



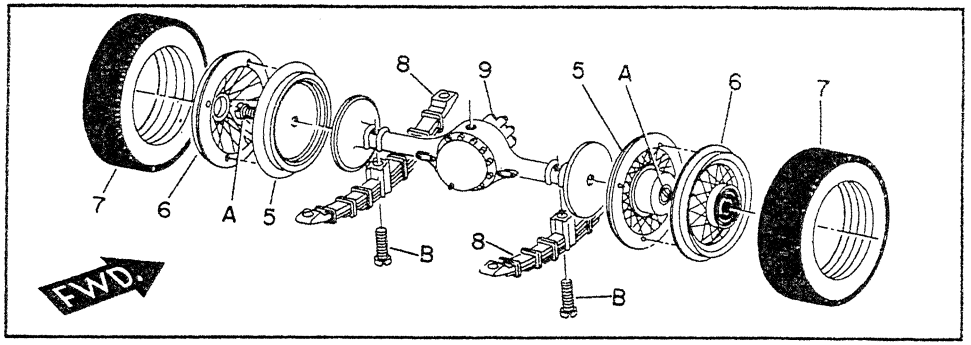


Use pliers to break ejection pins from metal castings. Carefully remove flash from the castings using [redacted] file [redacted]
Care must be taken to ensure the use of the right size screws in their proper places. (SCREWS WILL DRIVE MORE EASILY IF THE THREADS ARE RUBBED ON A BAR OF SOAP.)



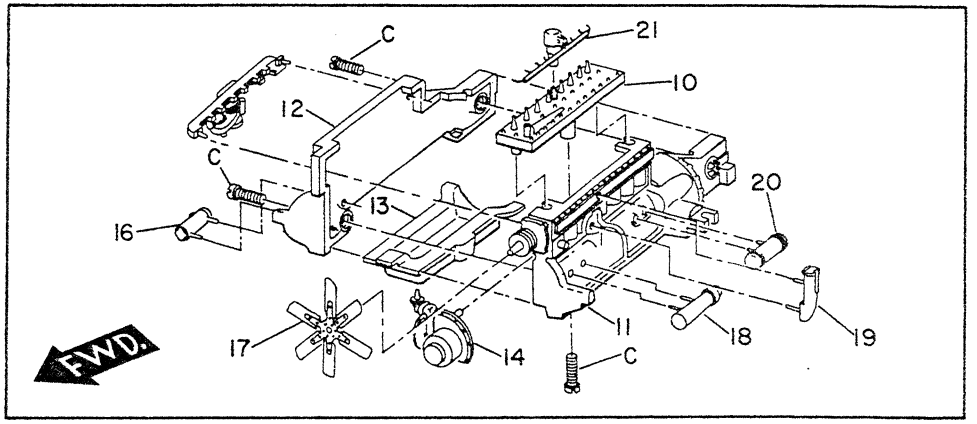
STEP 1 FRONT AXLE ASSEMBLY

Assemble right and left wheel drums (1) (2) to front axle (3) using two screws (B). Attach tie rod (4) to wheel drums using two screws (C). Fasten inner wheel discs (5) to wheel drums using two screws (A). Position outer wheel discs (6) on inner wheel discs, using small locating pins on inner discs to center outer discs. Slide rubber tires (7) onto assembled wheels. Lay assembly aside.



STEP 2 REAR AXLE ASSEMBLY

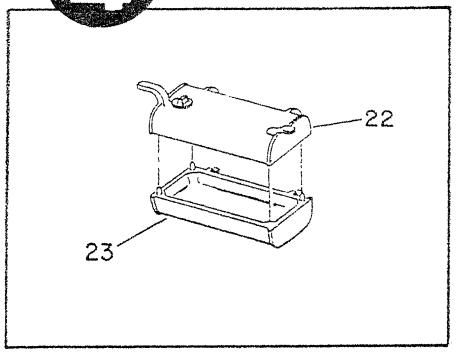
Attach rear springs (8) to rear-end differential (9) using two screws (B). Fasten inner wheel discs (5) to differential using two screws (A). Position outer wheel discs (6) on inner wire wheels, using small locating pins on inner discs to center outer discs. Slide rubber tires (7) onto assembled wheels. Lay assembly aside.



STEP 3 ENGINE ASSEMBLY

Place engine head (10) on top of left engine block (11). Secure head to lug on inside of left engine block with screw (C). Attach right engine block (12) to left engine block with two screws (C). (Do not tighten screws.) Position oil pan (13) and front engine plate (14) on engine and secure entire assembly by tightening engine-block screws. Cement manifold (15), generator (16), fan (17), horn (18), oil-filler pipe (19), starter (20), and distributor (21) to engine at proper locations. Lay assembly aside.

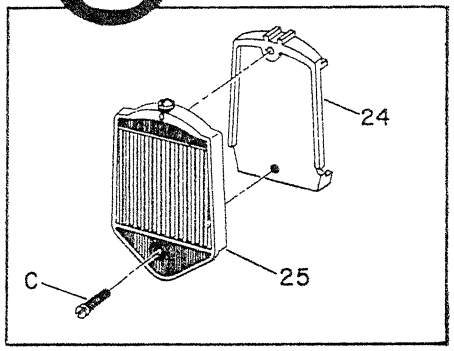
STEP 4



GASOLINE TANK ASSEMBLY

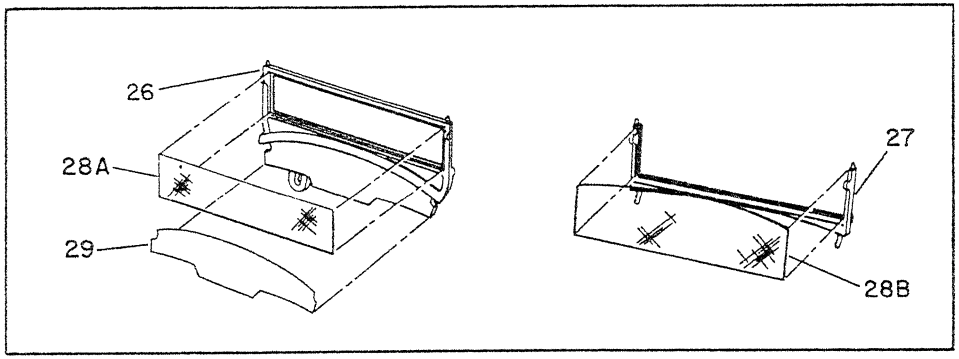
Assemble gasoline tank by cementing upper half (22) to lower half (23). Lay tank aside.

STEP 5



RADIATOR AND GRILL ASSEMBLY

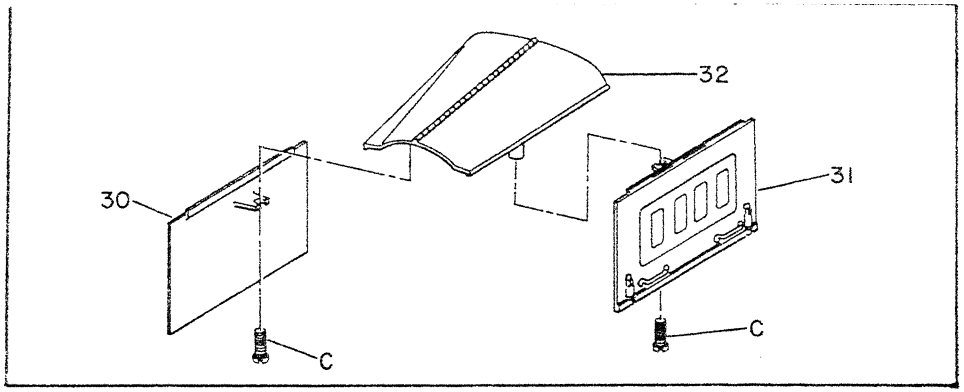
Attach radiator core (24) to grill shell (25) using screw (C). Lay assembly aside.



STEP 6

FRONT AND REAR WINDSHIELD ASSEMBLIES

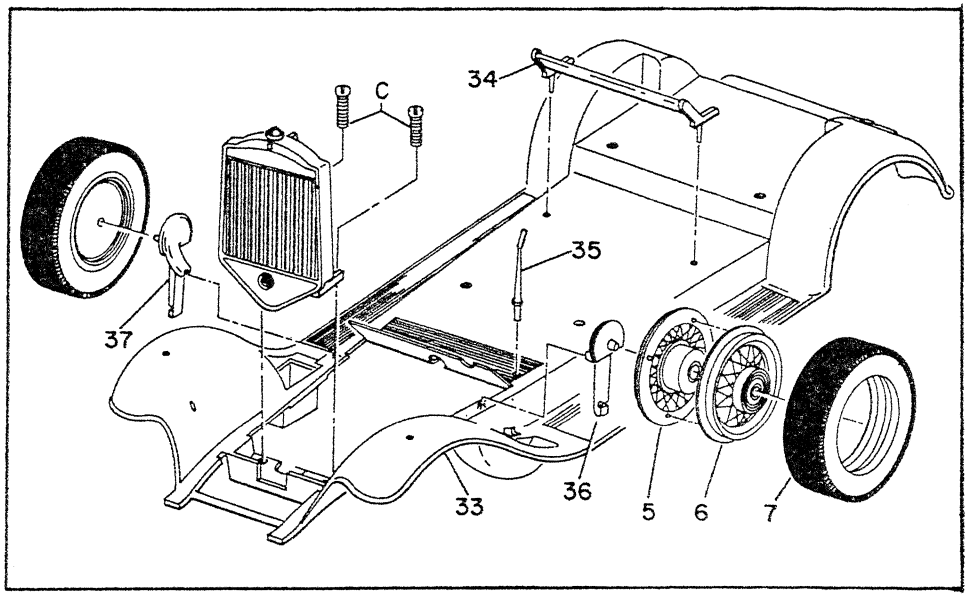
Scrape plating from grooves where windshields fit in front windshield frame (26) and rear windshield frame (27). Apply cement sparingly to grooves. Using die-cut plastic windshields (28), insert front (28A) and rear (28B) windshields in front and rear windshield frames. Lift dashboard label (29) from backing. Place label carefully on dash of front windshield frame and press in place. Lay windshield assemblies aside.



STEP 7

ENGINE HOOD ASSEMBLY

Assemble engine hood right side (30), marked "R," and engine hooc left side (31), marked "L," to engine hood top (32), securing assembly with two screws (C). Lay assembly aside.

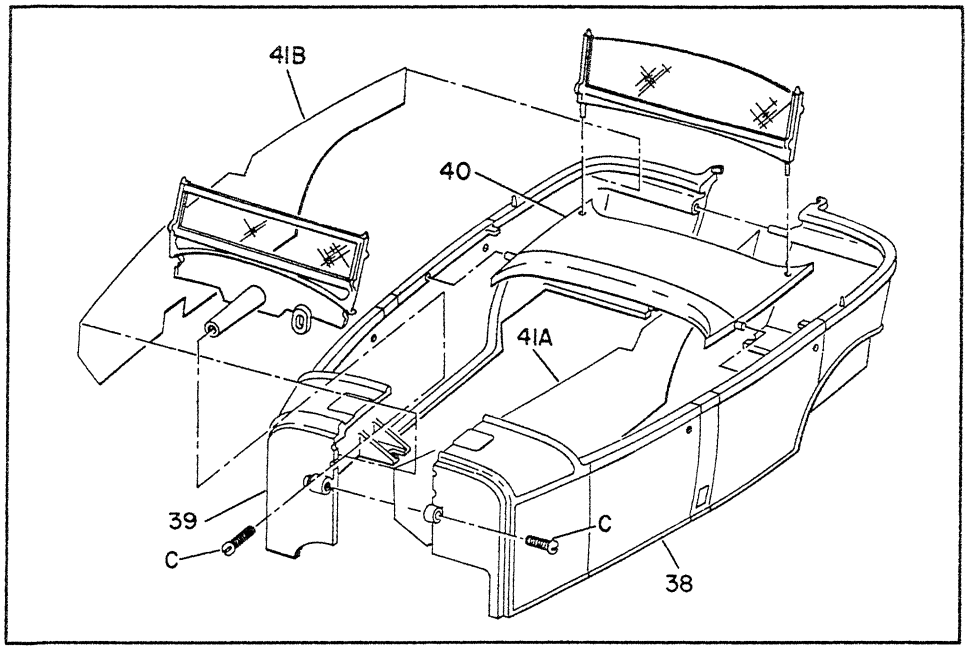


STEP 8

CHASSIS ASSEMBLY

Fasten radiator and grille shell assembly (STEP 5) to front of chassis (33) using two screws (C). Cement foot rest (34) and hand brake (35) in place at proper locations. Assemble two spare wheels, placing inner and outer wheel discs (5) (6) together and sliding rubber tire (7) in place. Hook bottom ends of left and right spare tire brackets (36) (37) in slots near wheel wells on chassis. Swing brackets up into place and snap on spare wheels. Lay assembly aside.

STEP 9

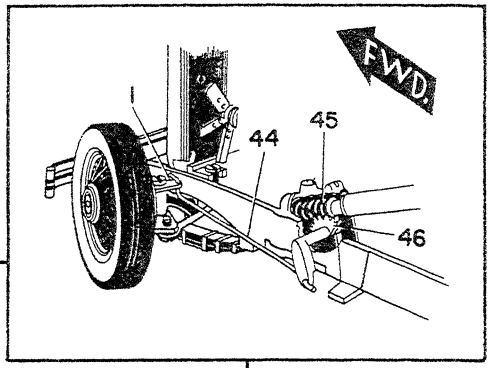


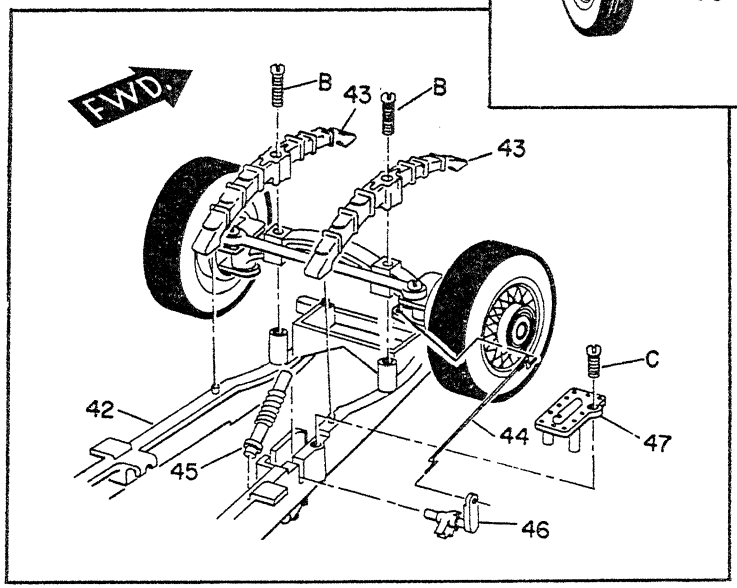
BODY ASSEMBLY

Place two halves of body (38) (39) together, positioning cowl (40) between halves so that hinge pins on cowl engage hinge holes in body. Secure body halves with screw (C). Install front windshield assembly (STEP 6) on body and secure with screw (C) through firewall. Lift vinyl upholstery panel labels (41) from backing. Place left (41A) and right (41B) upholstery labels carefully on sides of body interior and press in place. Position rear windshield assembly (STEP 6) in place and cement.

WARNING! Worm and sector gear teeth must be thoroughly cleaned and free of flash.

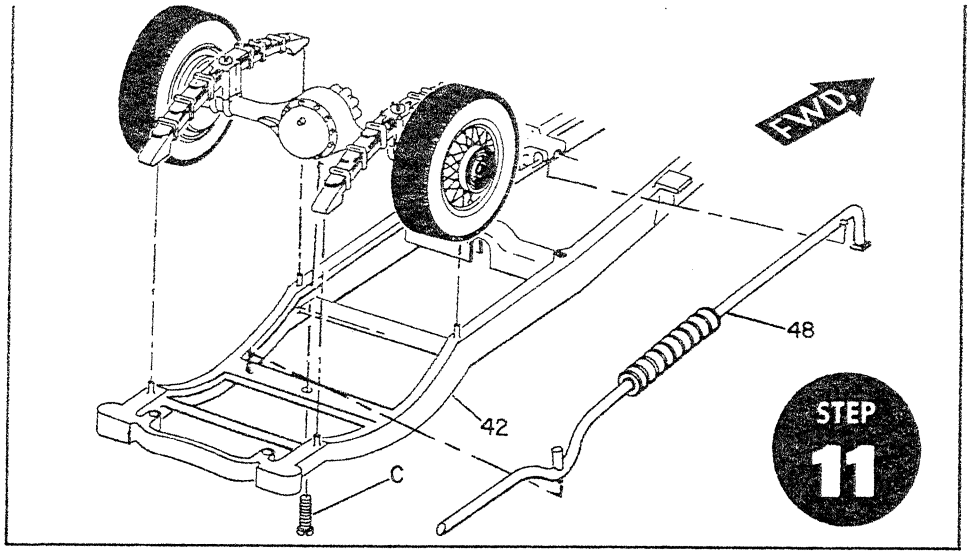
STEP 10





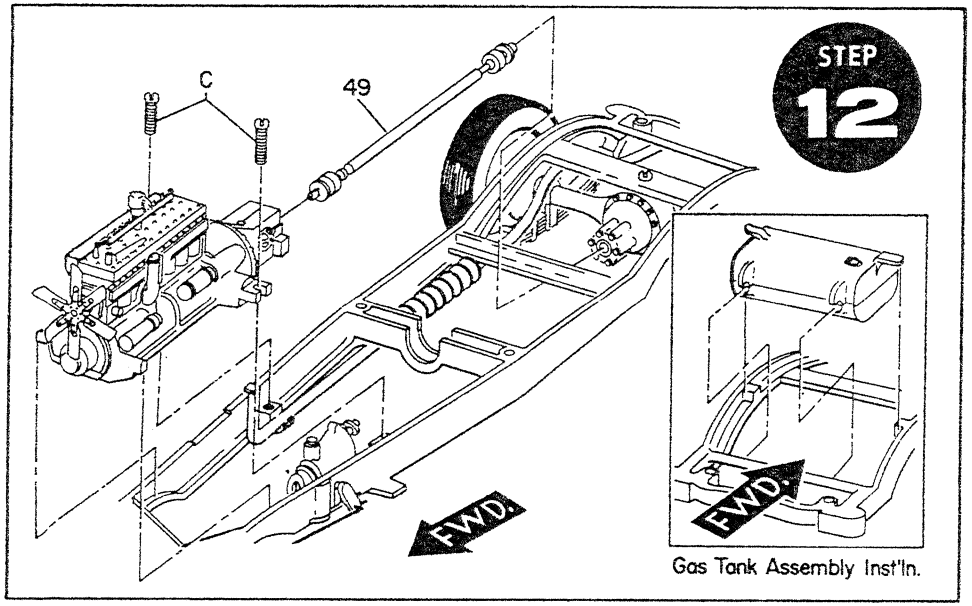
INSTALLATION OF FRONT AXLE ASSEMBLY ON FRAME

Lay frame (42) upside down. Fasten front springs (43) and front axle assembly (STEP 1) to frame using two screws (B). Hook wire drag link (44) in hole on backing plate of left front wheel drum. Place worm gear (45) in steering gear box on frame, with collar to rear and outside of gear box. Hook other end of wire drag link through hole in sector gear (46). Lower sector gear into gear box, meshing teeth on sector with teeth on worm. Screw steering box cover (47) onto bottom of gear box with screw (C). Make sure steering mechanism operates freely. Front wheels should turn easily when worm-gear shaft is turned with fingers. If mechanism is stiff or erratic, flash may not have been removed completely from worm or sector gears, causing them to bind, or screws in front axle assembly may be too tight.



INSTALLATION OF REAR AXLE ASSEMBLY ON FRAME

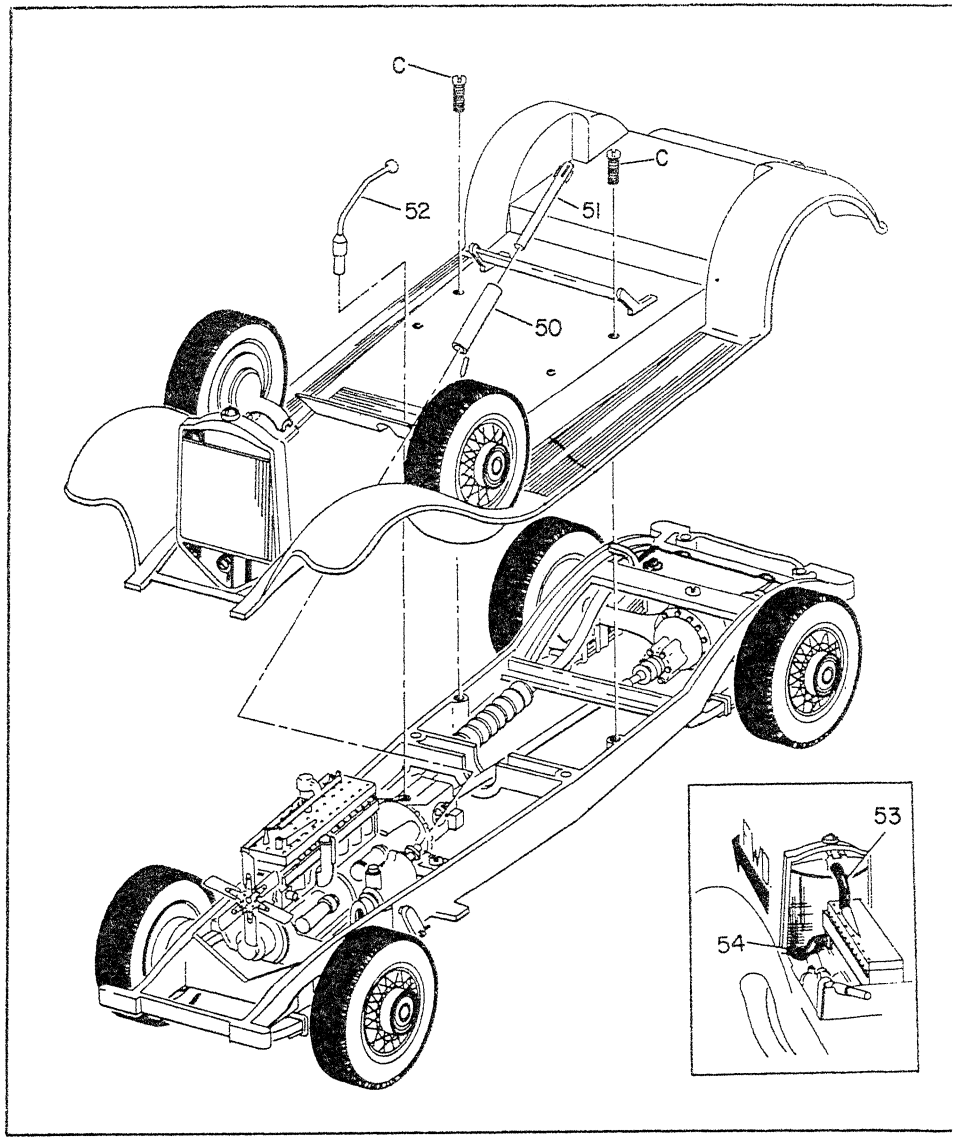
Place frame upside down. Position exhaust (48) in place with small pins on exhaust inserted in proper locations on frame. Place rear axle assembly (STEP 2) in position with four pins on bottom of frame entered in respective sockets in rear springs. Secure rear axle assembly to frame with screw (C).



Gas Tank Assembly Inst'ln.

INSTALLATION OF ENGINE AND GASOLINE TANK ASSEMBLIES

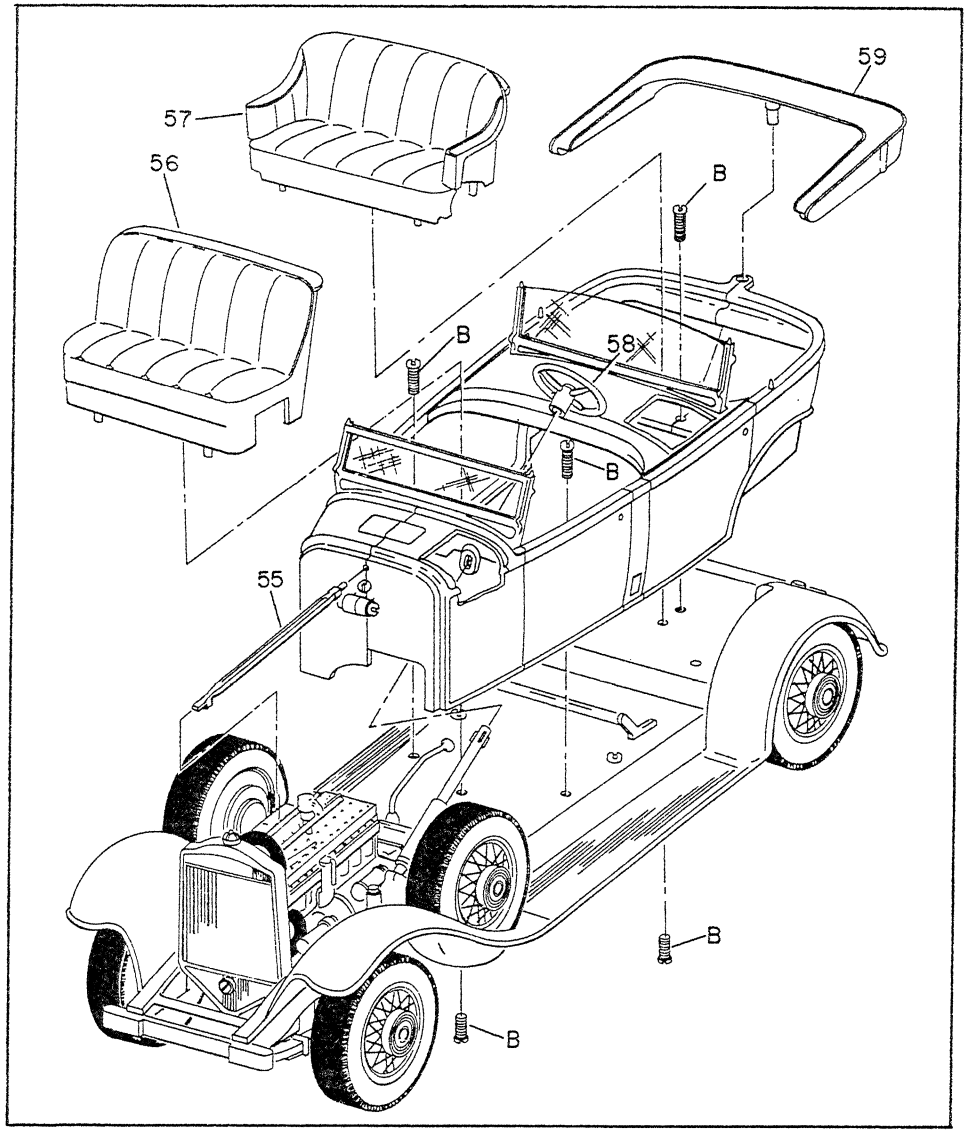
With frame upright, insert round pin on one end of drive shaft (49) into hole at front of differential. Lift other end of drive shaft slightly and slide half round hole in rear of engine assembly (STEP 3) onto half round pin on front end of drive shaft. Lower engine assembly into place and secure to frame with two screws (C). Place gasoline tank assembly (STEP 4)



STEP
13

INSTALLATION OF CHASSIS ASSEMBLY ON FRAME

Lower chassis assembly (STEP 8) in place and secure to frame assembl with two screws (C). Push red rubber steering column tube (50) ont shaft of steering worm gear until tube bottoms against collar on shaf Insert plain end of steering rod (51) into other end of red rubber tube Cement gear shift lever (52) into opening on floor board. Install uppe (53) and lower (54) black radiator hoses (upper hose is shorter of two

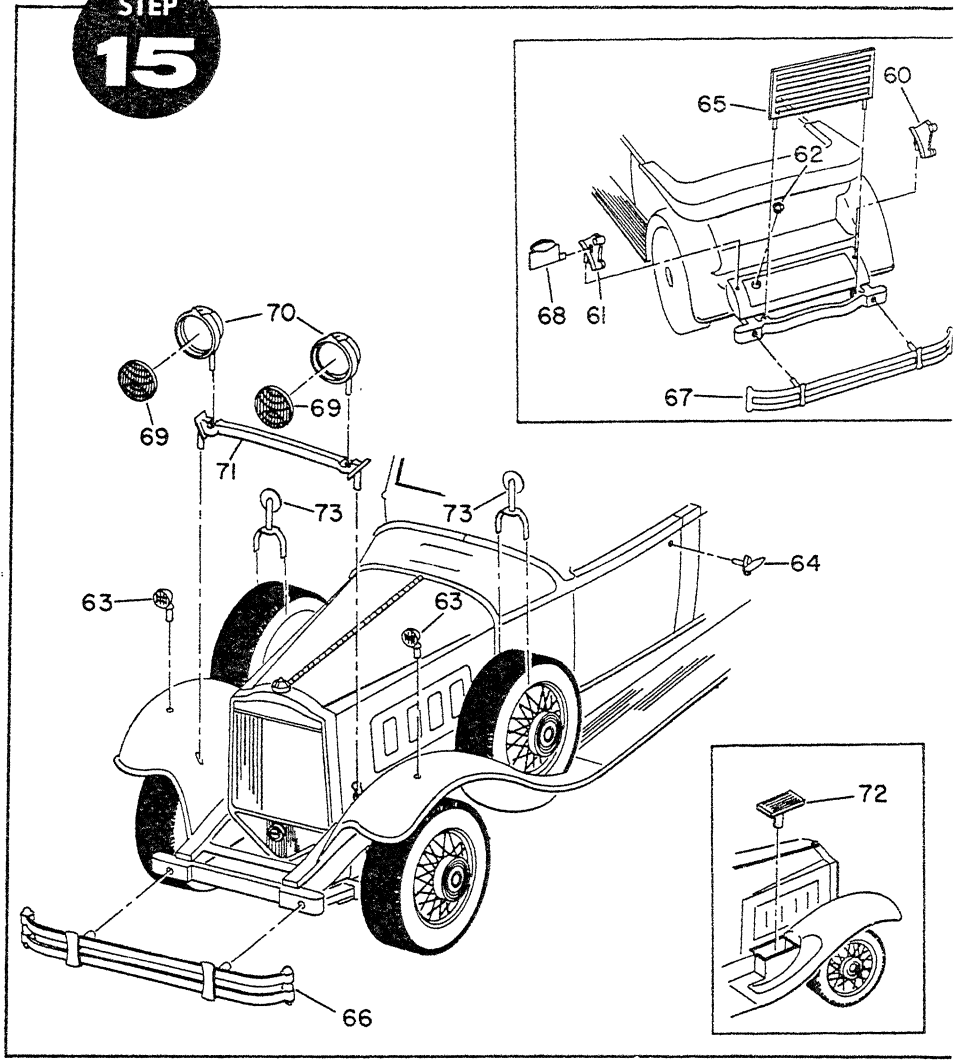


STEP 14

INSTALLATION OF BODY ASSEMBLY

Lower body assembly (STEP 9) onto chassis assembly, feeding steering column through hole in dashboard. Secure body with one screw (B) at rear and two screws (B) at sides. Insert round pin on rear end of hood bar (55) into hole in firewall, and push radiator forward to spring front end of hood bar into top of radiator. Drop front seat (56) and rear seat (57) into position inside body. Fasten each seat from underside with screw (B). Push steering wheel (58) onto steering rod. Snap top boot (59) in place.

STEP 15



INSTALLATION OF MISCELLANEOUS PARTS

Cement following parts on car at proper locations: luggage rack right side bracket (60 (marked "R"), luggage rack left side bracket (61) (marked "L"), gas tank cap (62) parking light (63), door handles (64), luggage rack (65), front bumper (66), rear bumpe (67), and tail light (68). Cement headlight lenses (69) into headlights (70). Cement head lights onto headlight crossbar (71) so that letter "R" on crossbar will face to rear of car Cement headlight-crossbar assembly in proper place on front fenders. Install batter box cover (72) on battery box (do not install battery box cover until installation is per manent since it is difficult to remove). Install side mirrors (73) on spare tires. Install engin hood assembly (STEP 7) in place over engine. If white sidewall tires are desired, lift side wall labels (74) off backing sheet and press into recess on tire casing (on side of tir

In order to achieve an outstanding and authentic finish on your Hubley Metal Kit, the following steps are suggested:

1. All parts should be thoroughly cleaned and any loose metal dust removed.
2. Apply two or three coats of lacquer or enamel in the color desired, rubbing lightly between coats with fine steel wool. Enamel is recommended for hand brushing, but both lacquer and enamel are available in pressure spray cans at your hobby dealer.
3. CAUTION—Do not paint plastic parts with lacquer. This will cause wrinkling or crazing of the smooth surface.
4. When cementing plated plastic parts, scrape plating off where cement is applied.

MAIL TO: GABRIEL INDUSTRIES, INC., HUBLEY DIVISION
Drawer 240, Lancaster, Pa. 17604

(print plainly)

NAME _____ AGE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

QUANTITY	PART NO.	NO. 4859 1930 PACKARD SPORT PHAETON	PRICE	TOTAL PRICE
	1.	RIGHT WHEEL DRUM*	.15	
	2.	LEFT WHEEL DRUM*	.15	
	3.	FRONT AXLE*	.25	
	4.	TIE ROD*	.15	
	5.	WHEEL DISC—INNER***	.15	
	6.	WHEEL DISC—OUTER**	.20	
	7.	RUBBER TIRE	.20	
	8.	REAR SPRING*	.15	
	9.	REAR END DIFFERENTIAL*	.25	
	10.	ENGINE HEAD*	.25	
	11.	LEFT ENGINE BLOCK*	.25	
	12.	RIGHT ENGINE BLOCK*	.25	
	13.	OIL PAN*	.15	
	14.	FRONT ENGINE PLATE**	.15	
	15.	MANIFOLD**	.15	
	16.	GENERATOR**	.15	
	17.	FAN**	.15	
	18.	HORN**	.15	
	19.	OIL-FILLER PIPE**	.15	
	20.	STARTER**	.15	
	21.	DISTRIBUTOR***	.15	
	22.	GASOLINE TANK (Upper Half)**	.15	
	23.	GASOLINE TANK (Lower Half)***	.15	
	24.	RADIATOR CORE*	.25	
	25.	GRILLE SHELL**	.20	
	26.	FRONT WINDSHIELD FRAME**	.20	
	27.	REAR WINDSHIELD FRAME**	.20	
	28.	PLASTIC WINDSHIELDS	.20	
	29.	DASHBOARD LABEL	.20	
	30.	ENGINE HOOD—RIGHT SIDE*	.25	
	31.	ENGINE HOOD—LEFT SIDE*	.25	
	32.	ENGINE HOOD—TOP*	.15	
	33.	CHASSIS*	.75	
	34.	FOOT REST***	.15	
	35.	HAND BRAKE**	.15	
	36.	LEFT SPARE TIRE BRACKET*	.15	
	37.	RIGHT SPARE TIRE BRACKET*	.15	
	38.	BODY—LEFT HALF*	.65	
	39.	BODY—RIGHT HALF*	.65	
	40.	COWL*	.25	

QUANTITY	PART NO.	NO. 4859 1930 PACKARD SPORT PHAETON	PRICE	TOTAL PRICE
	41.	VINYL UPHOLSTERY PANEL LABELS	.30	
	42.	FRAME*	.50	
	43.	FRONT SPRING*	.15	
	44.	WIRE DRAG LINK	.15	
	45.	WORM GEAR*	.25	
	46.	SECTOR GEAR*	.25	
	47.	STEERING BOX COVER*	.15	
	48.	EXHAUST*	.25	
	49.	DRIVE SHAFT*	.25	
	50.	RED RUBBER STEERING COLUMN TUBE	.15	
	51.	STEEL STEERING ROD	.15	
	52.	GEAR SHIFT LEVER**	.15	
	53.	BLK. RUBBER UPPER RAD. HOSE (SHORT)	.15	
	54.	BLK. RUBBER LOWER RAD. HOSE (LONG)	.15	
	55.	HOOD BAR*	.15	
	56.	FRONT SEAT***	.20	
	57.	REAR SEAT***	.20	
	58.	STEERING WHEEL	.15	
	59.	TOP BOOT***	.15	
	60.	LUGGAGE RACK RIGHT SIDE BRACKET**	.15	
	61.	LUGGAGE RACK LEFT SIDE BRACKET**	.15	
	62.	GAS TANK CAP**	.15	
	63.	PARKING LIGHTS (2)* set	.25	
	64.	DOOR HANDLES (4)** set	.20	
	65.	LUGGAGE RACK**	.15	
	66.	FRONT BUMPER**	.20	
	67.	REAR BUMPER**	.20	
	68.	TAIL LIGHT**	.15	
	69.	HEADLIGHT LENSES (2)** set	.20	
	70.	HEADLIGHTS (2)** set	.20	
	71.	HEADLIGHT CROSSBAR**	.15	
	72.	BATTERY BOX COVER**	.15	
	73.	SIDE MIRRORS (2)** set	.20	
	74.	WHITE SIDEWALL LABELS (6) set	.20	
	75.	FILE	.15	
		PACKET OF 33 SCREWS, REQUIRED SIZES	.50	
		TOTAL COST OF PARTS		
		POSTAGE & HANDLING CHARGE	.70	
		TOTAL ENCLOSED		

P 1082

GUARANTEE

MISSING/DEFECTIVE PARTS:

The component parts of your Classic Car Kit have been manufactured under controlled conditions and carefully inspected for faulty material and workmanship. Therefore, any part found to be missing or defective will be replaced free of charge.

LOST/DAMAGED/SPARE PARTS:

However, Gabriel assumes no responsibility for lost or spoiled parts due to faulty assembly or negligence on the part of the customer. Since your hobby dealer cannot replace such damaged parts, replacements may be obtained by filling out the parts order form and sending a check or money order for the amount of the parts plus postage and handling.

REASON FOR REQUESTING FREE REPLACEMENT: ☐ PART(S) MISSING ☐ PART(S) DEFECTIVE

DESCRIPTION OF DEFECT: _____

P 1082