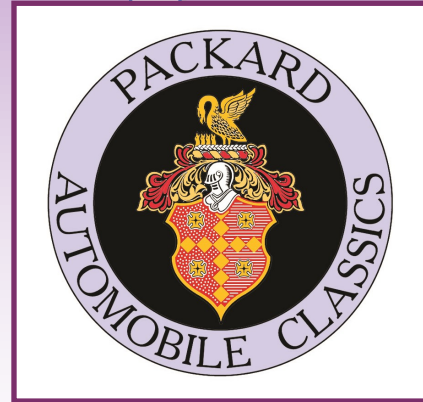


The Packard Virginian



**Packards Virginia,
P.O. Box 4012,
Falls Church, VA. 22044**



Visit our website for more info. @ WWW.PACKARDSVA.ORG

OUR 44TH YEAR

A Region of Packard Automobile Classics, Inc.

dba The Packard Club

c/o Cornerstone Registration, Ltd.

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MasterCard & VISA accepted for National Dues

Packards Virginia

Dues are due in January of each year:

New members who join after September 1st

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Membership in our National Club is required.



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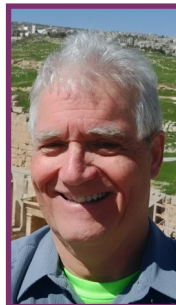
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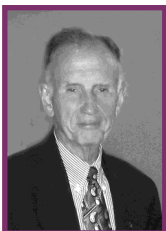
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Packards Virginia was chartered in 1976 by Doug Hayes and Bob Robb and friends.



Doug and Rebecca Hayes

This is our 44th year of continuous operation.

The Packard Virginian is published for the members of Packards Virginia Region of Packard Automobile Classics. The material printed expresses the opinions of the editor or the author's by-line articles and not necessarily those of the club officers. Contributions of materials for print are most welcome.



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2020 Old Car Calendar
Courtesy of Dwight Heinmuller, Feb 2020



Tentatively scheduled events
Call ahead before attending

Jun --

6 **Burkittsville, Md** **Orphan Car Tour Burkittsville to Bluemont, WVA**

POSTPONED JUNE, 2021

Stops include a car collection, gist mill, & late afternoon dinner. More information will be forthcoming as plans are finalized. I can coordinate for our members or reach out to John Battle at 540-364-1770.

31-Aug 2 **Macungie, PA** **57th Das Awkscht Fescht, AACA Ontelaunee Region (CANCELLED)**

Aug

5-8 **Chattanooga, TN** **56th Studebaker Drivers Club International Meet (CANCELLED)**

16 **Pebble Beach, CA** **70th Concours d'Elegance (CANCELLED)**

22-23 **Geneva, Switzerland** **CCCA Tour (CANCELLED)**

23 **Baltimore, MD** **AACA at the Baltimore Museum of Industry, Chesapeake Region**

2020 Old Car Calendar
Courtesy of Dwight Heinmuller, Feb 2020

continued

Aug (cont.)

29 Boyertown, PA 55th Duryea Day, Boyertown Museum of Historic Vehicles(POSTPONED 9/4/2021)

Sep

11-13 Malvern, PA 24th Radnor Hunt Concours d'Elegance(CANCELLED)

13-18 Saratoga Springs NY75th VMCCA Revival Glidden Tour®, thru 1942 (CANCELLED)

19 Alexandria Va. Annual Packard's VA - Lyceum Orphan Car Show

Oct

17 Rockville, MD 59th Antique & Classic Car Show

22-24 TBA 63rd Old Dominion Packard Club Fall Meet

Nov

14 Emmitsburg, MD 55 th MAP Year End Banquet, Carriage House Inn

08 Upperco, MD Annual Banquet, AACA Chesapeake Region at Friendly Farm

Dec

6 Alexandria, Va. Gadsbys Tavern, end of year dinner.

Back by popular demand we will gather here again for great food, drinks, and conversations

45th Edgar Rohr Memorial Car Meet Saturday, September 19, 2020

Manassas Museum,
9101 Prince William St.,
Manassas, VA.

11:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM

1995 and older collector cars including street rods/modified

Dash plaques for first 175 registrations

Opening Ceremony at 11:00 am

Participant Judging – Top 35 Class A & B awards, 1 Class C Award

Chief Judge Committee selects 10 Best of Show Awards

4 Special Awards: Mayor's Choice, BR President's Choice, Youth Choice and the Rohr Award chosen by Chip Rohr

Free spectator admission plus free admission to the Manassas Museum

Free spectator parking in garage and free trailer parking at the Osbourn High School

Model T assembly/disassembly demonstrations

One block from Farmer's Market & Old Town Manassas attractions

Door prizes + 50/50 raffle + silent auction + car corral + flea market

Rain or shine

Thinking ahead to PAC Wisconsin in 2021...

UPDATED 2021 NATIONAL PACKARD MEET – WEEK-AT-GLANCE* (Subject to change.)

Sunday, June 13, 2021

EVENING: Tailgate cookout: Host Hotel

Including Milwaukee brats, burgers, fixings, cheese curds, and frozen custard for dessert. Sheraton Hotel Brookfield

Monday, June 14, 2021

DAY: Bus trip to Experimental Aircraft Association: “One of the most extensive aviation attractions in the world” including vintage, historical, and modern planes, virtual cockpit tours, and lunch.

NIGHT: Dinner on your own.

Tuesday, June 15, 2021

DAY: Self-driving tour with stops at the Wisconsin Automotive Museum in Hartford, Widmer’s Cheese Factory in Theresa, and the Holy Hill Basilica in Hubertus; OR bus tour to the Milwaukee Art Museum, Harley Davidson Museum, and more. Lunch on your own.

NIGHT: Dinner on your own.

Wednesday, June 16, 2021

DAY: Meetings of Judges, PAC Board, Membership, Directors' Lunch, Editors, Roster Keepers, and PMCF Board. In between meetings, relax, explore Brookfield, or day trip on your own. Lunch on your own.

NIGHT: Vintage fashion and talent show at host hotel. Dinner on your own.

Thursday, June 17, 2021

DAY: Show at Brookfield municipal green space (5-miles from hotel). Bad weather alternate: host hotel parking lot.

NIGHT: Dinner at the Prestash's: "BBQ and BluesNight," with live music and classic cars.

Friday, June 18, 2021

DAY: Bus trip to Lake Geneva: Board the Grand Belle, an enclosed, climate controlled replica turn-of-the-century steamer, for a 2-1/4 hour guided boat tour of the lakefront mansions that make this area the "Newport of the West." Includes lunch.

NIGHT: Awards dinner at the host hotel.

Saturday, June 19, 2021

Farewell breakfast at host hotel. Visitors' information available for those wishing to arrive early or stick around (Wisconsin Dells, Door County, House on the Rock, etc.)

NOTE: Sheraton Milwaukee Brookfield Hotel reservations can be made by calling their Reservation Desk 844-216-1533 (Be sure to mention that you are making a reservation for the 2021 Packard Automobile Classics meet in order to get the group rate. You can also make your reservations on line by Googling the name of the hotel.

Interesting article that you may enjoy...

**Reprinted from
The Packard Digest
March/April**

**Rolls-Royce vs. Packard:
Who Built a Better Merlin? / Graham Kozak**

Detroit's mass-production know-how yielded over 55,000 Merlin V12 aircraft engines during WWII. But were they better than the ones built in Britain?

Originally published on Autoweek.com

The saga of the Roll-Royce Merlin V12 supercharged aircraft engine is one of the most gripping engineering and manufacturing stories of the 20th century. Here was an incredibly complex piece of machinery, conceived before the clouds of World War II gathered and continuously refined in the pressure cooker of combat, that would go on to power some of the most unforgettable piston-driven warplanes ever designed—the Supermarine Spitfire and the P-51 Mustang among them.

And at the center of its story are two great automotive marques, Rolls-Royce and Packard, which built Merlins by the tens of thousands simultaneously on both sides of the Atlantic.

If you have even a passing interest in automotive, aviation or military

history, you've probably heard some variation of the Merlin tale. The received wisdom, at least in America, usually runs along the lines of: If Rolls-Royce birthed a stupendous engine, Packard brought American mass-manufacturing know-how to the equation, perfecting the design and mechanizing production. And so the Axis powers were beat back by this perfect transatlantic alliance of British ingenuity and American industrial might.

There are many variations on this basic storyline, more than a few of which are contradictory. Most recently, I was told very matter-of-factly (and by a Brit, if that makes any difference) that Rolls built a more precisely fitted, finely tuned engine that had slightly higher performance potential for a given unit. Packard, by contrast, built one that was ultimately easier to construct consistently and overhaul at specified intervals—and that one of the ways Packard accomplished this was by building Merlins with looser tolerances than its counterpart on the other side of the Atlantic.

There's an appealing counter-intuitiveness to the notion that a (marginally) sloppier engine makes for a more effective fighter plane powerplant; it's a bit like that chestnut about adding armor to the parts of the bombers with no bullet holes. Blueprinted, handmade and expertly tuned Merlins might have been nice to have under ideal circumstances, but WWII demanded materiel in almost unfathomable quantities. On the surface, it's conceivable that two pretty good Detroit-built Merlins were worth one exquisite Merlin handcrafted in Crewe.

On the other hand, I've also read that Packard's cutting-edge manufacturing methods made for Merlins with tighter, more consistent tolerances. Both of these cannot be true. Or can they?

The Merlin story being a big point of pride for Packard car owners like myself. I can only imagine Rolls-Royce owners look back this period of

history with equal admiration.

But much like Abraham Wald's WWII-era work on aircraft survivability, it's tough to say exactly how much of this neatly packaged story is nothing more than enticing elaboration spun around just a few spindles of fact.

From this modern vantage point, it might seem inevitable that Rolls-Royce would join forces with Packard to produce Merlins. Rolls-Royce Limited was established in 1904; the Packard Motor Car Co. was founded in Warren, Ohio, a few years earlier, in 1899, and set up shop in Detroit in 1903. Both built their global reputations as top-level luxury automakers on the strengths of their engineering expertise and high production standards.

As WWII approached, both companies had extensive experience with aircraft engines under their respective belts. Packard's early efforts resulted in the successful Liberty V12, which arrived several months after the United States' April 1917 entry into World War I. Rolls-Royce began producing its Eagle V12 in early 1915, also to power warplanes; it started development of the PV-12, the engine that would become the Merlin, in the early 1930s and had running prototypes by 1933.

The first "production" version of the engine was the Merlin I, which arrived in 1936, but fewer than 200 examples were built. The Merlin II was developed about a year later, and from there it was off to the races: A dizzying number of variants would follow in quick succession.

Engineering refinements meant that by the end of the war, the Merlin 66, an intercooled variant of the engine sporting a two-stage, two-speed supercharger, was making 2,050 hp (increased from 1,030 hp in the Merlin II)—and these improved engines were allowing aircraft to operate at significantly higher altitudes, as well. If you want to dive into the minutiae of Merlin development, it's worth grabbing a copy of *The Merlin*

in Perspective—The Combat Years, by Alec Harvey-Bailey; there's simply too much info to relate it all here.

Packard had investigated the prospect of building Merlins under license as early as 1938. Though these initial discussions went nowhere, the British declaration of war on Germany in September 1939 meant that a new manufacturing partner was urgently needed.

Ancillary production of the Merlin might have gone to a different American automaker entirely, however, if not for its mercurial founder and namesake. In 1940, Ford Motor Co. initially committed to build 9,000 Merlin engines—6,000 for the British and 3,000 for the American armed forces—in mid-1940, over a year before the United States entered the conflict. The company even went so far as to take delivery of Rolls-Royce blueprints and an example engine before Henry Ford suddenly and controversially backed out of the deal, asserting that his company would not supply materiel to any foreign powers involved in conflict. (A.J. Baime relates this incident, and the detrimental effect it had on Edsel Ford, in **The Arsenal of Democracy: FDR, Detroit, and an Epic Quest to Arm An America at War.**)

Enter Packard. By mid-June 1940, Packard had taken possession of the plans and parts initially given to Ford, and began an ambitious program—led by Packard engineering boss Col. Jesse Vincent—to tool Detroit up for Merlin production. This involved everything from the time-consuming task of redrawing plans for the engines from British third-angle projection to the first-angle projection used in American manufacturing to creating the tooling and jigs needed to assemble them. Packard also needed to figure out how to obtain (or create) fasteners that used British thread standards—some of which had been further modified by Rolls-Royce to meet specific needs.

As Robert J. Neal writes in *Master Motor Builders*, a tome documenting

Packard's non-automotive engines:

“This was but the beginning of a monumental task of redesigning an engine which was not originally designed for mass production so that it could indeed be made by American mass-production methods, and so that it could be fitted with American fittings and accessories as mentioned above [for example, carburetors, fuel pumps, generators and so on] or British accessories and fittings, depending upon which government the engine was intended for.”

Neal also notes that “the British did not specify tolerances and fits, and Packard had to take parts from an existing engine and make measurements to determine these specifications as best as they could, using engineering judgment where necessary.”

This notion is also reflected in the March 1946 issue of Flying magazine, which includes a retrospective on the powerplant by Paul H. Becker titled

“Mass Producing the Merlin”:

“It took the war to prove that the aircraft engine is not that complicated micro-micro-inch construction problem peacetime talk has made.

It is larger, lighter-per-horsepower and has more parts than the automobile engine. But it can be made with the same ease, relatively cheaply, and on a similar assembly line.”

Later:

“The secret of the this low-cost, high-production manufacturing is the assembly line. Rolls-Royce manufactures a ‘fitter’s’ engine with parts being brought to the unit under construction on a bench. If the part doesn’t fit, it is machined until it does meet required specifications.

“An American assembly line reverses this procedure. A conveyor belt brings the engine to the parts which always fit for by American methods all parts are made so precisely that they are always interchangeable.”

Packard's assembly line was undeniably cutting-edge. It probably helped

that America was not at war when ground was broken for it—and anyway, the threat of Axis bombers flying to the Midwest to flatten it was somewhat less than the chances of the Luftwaffe raining fire on the manufacturing plants of the Midlands.

All of this seems to back up the claim that Packard went its own way when building the Merlin, at least when it came to tolerances. This is a little misleading: The Merlin II service manual, released May 1938 lists exacting fits and tolerances for the engine and every subsystem on it.

Did Rolls-Royce simply forget to include this vital information when it handed Ford, and then Packard, stacks of documentation two years later? It beggars belief. Neal and others must be referring to the fit and tolerances of the parts produced, rather than as-installed—a distinction that will make more sense as we explore Rolls-Royce's prewar manufacturing methods.

In any case, Packard's version of the Merlin XX, which the Detroit automaker dubbed the V-1650-1, was ready to run by August 1941. It did feature a number of improvements over the British-built Merlins, such as a two-piece cylinder block. Some of these improvements were developed by Packard engineers in an effort to make the complex engine easier and quicker to build in quantity. Others, however, like the two-piece block, were actually designed by Rolls-Royce and not yet implemented in production.

And to give a sense of how thoroughly this largely parallel, if somewhat staggered, transatlantic development effort has clouded the record, Neal states that Packard modified the design two-piece block to better facilitate production; when Rolls-Royce eventually implemented a slightly different two-part block, Packard subsequently adopted the Rolls-Royce design. Simple!

Following the attack on Pearl Harbor in December 1941, and the United States' declaration of war on the Axis powers, civilian automobile production quickly ceased; by early 1942, Packard was free to focus all of its effort on military engine production.

If there's a key to understanding Rolls-Royce's Merlin manufacturing tolerances, or the asserted lack thereof, it might be Ford—Ford of Britain, that is. British Merlins were eventually built at a quartet of facilities: Rolls-Royce Derby, plus two Rolls-Royce “shadow factories” at Crewe and Glasgow (twice the size of Crewe, its foundry provided castings for the other operations), and a Ford factory in Manchester.

That last factory began churning out engines in mid-1941, but not before Ford, like Packard, overcame a few hurdles. Stanley Hooker's autobiography, **Not Much of an Engineer**, deals mostly with his work on Rolls-Royce jet engines. But its section on Merlin development, the superchargers of which Hooker played a role in developing, is illuminating:

“In my enthusiasm, I considered that Rolls-Royce designs were the ne plus ultra, until the Ford Motor Co. in Britain was invited to manufacture the Merlin in the early days of the War. A number of Ford engineers arrived in Derby, and spent some months examining and familiarizing themselves with the drawings and manufacturing methods. One day their Chief Engineer appeared in (Merlin development head Cyril Lovesey's) office, which I was then sharing, and said, ‘You know, we can't make the Merlin to these drawings.’ ‘I replied loftily, ‘I suppose that is because the drawing tolerances are too difficult for you, and you can't achieve the accuracy.’ ‘‘On the contrary,’ he replied, ‘the tolerances are far too wide for us. We make motor cars far more accurately than this. Every part on our car engines has to be interchangeable with the same part on any other engine, and hence all parts have to be made with extreme accuracy, far closer than you use. That is the only way we can achieve mass production.’”

A Rolls-Royce automobile engine may well have run better and smoother, and have been assembled with tighter tolerances, than a comparable Ford motor. But that's only because the company employed tradesmen who could fit the parts. Rolls-Royce was crafting Swiss watches; Ford was cranking out Timexes. And sometimes, the occasion calls for a Timex.

This was only sustainable because Rolls-Royce cars were fantastically expensive, and its production was tiny. For some perspective here, note that total Rolls-Royce automobile production from 1936-1939 totaled 6,244 (and that includes 3,824 units of 20/25 production, which spanned 1929-1937; thanks to Mark Lizewskie of the Rolls-Royce Foundation for the information).

Packard sold 98,000 units in 1940 alone. It may have been a luxury automaker, but it was clearly operating at a scale that dwarfed Rolls-Royce—and it achieved those production figures by embracing mechanized production. When it came time to build the V-1650, Packard was in an almost indisputably better place to build it in quantity than Rolls-Royce was when it began developing the Merlin in the early to mid-1930s.

And a large part of that was Packard's ability to use modern industrial processes to create low-tolerance, highly interchangeable parts.

The mistake here, and the foundation of the file-to-fit Rolls-Royce Merlin idea, is likely in conflating early engines, which were built in relatively limited quantities throughout the early to mid-1930s, with the mighty (and mightily improved) mass-produced Merlins that emerged as the war progressed.

The initial Merlin engines may well have had a large number of hand-fitted components; the first generations, after all, were borderline-experimental. This is perhaps where historians like Neal acquired the notion that Rolls-Royce did not supply tolerances for Merlin component production; small

batches of parts and pieces could have, conceivably, been fettled to meet specified tolerances by skilled laborers on the bench before assembly, at least in the early days.

Of the total of 168,068 Merlin variants built, Packard produced 55,523. Rolls-Royce did better at 82,117 (32,377 at Derby, 26,065 at Crewe and 23,675 at Glasgow), and Ford ultimately built 30,428 at its Manchester facility. (Note: These numbers vary slightly depending on the source.)

Rolls-Royce did not manage its incredible overall production numbers—again, greater than those achieved by Packard, albeit at multiple plants—by adhering to its prewar manufacturing methods: It did so by mechanizing. Its factories may not have looked exactly like the clean, ultra-modern Merlin production facility Packard constructed at its East Grand Boulevard plant. But the storied marque, or at least the aircraft engine-building portion of it, evolved to meet the demands of wartime. And that meant taking the craftsman out of the equation to whatever extent possible—or in other words, embracing mass production.

As Harvey-Bailey writes in **The Merlin in Perspective**:

“Prior to the War the majority of operations in aero manufacture, build and test had been skilled in both a Trade Union and actual sense. In Derby, after almost a quarter of a century of the business growing up with the workforce, the true skills had become ingrained and many vital bits of knowledge were almost part of the atmosphere in which people work and often not formally documented.

“With the development of the new factories, men and women had to be trained to make and repair aero engines in areas where the skills were not endemic. Union rules and demarcations had to be eased by dilution agreements, and such were the aptitudes of the British that all over the country the so called butchers, bakers and candlestick makers and their wives and girl friends increased the trickle of engines to a river of power.”

So where does that leave us? Like so many historical yarns, the idea that American know-how was able to build a better Merlin (either through greater precision or some degree of calculated, mass-producible impression, depending on whom you ask) than Rolls-Royce is hard to dispel out of hand. But it's even tougher to prove conclusively, especially (as Neal notes, regretfully, in *Master Motor Builders*) given that so many Packard records were destroyed when the company folded.

If there's any truth underlying the mythos, it's likely to be in the somewhat incongruous comparison of the early Rolls-Royce Merlins and later mass-produced American Merlins—and it would still hold true if you stacked the earlier engines up against those Rolls-Royce itself would construct in great quantities once it began employing unskilled labor and modern production methods. Remember, Packard, and for that matter, Ford of Britain, were able to jump more or less into mass production of the Merlin, while Rolls-Royce took the engine from a blank sheet of paper to eventual mass production at its three facilities.

Owing to variations in development programs, the varied aircraft they powered and the different mission profiles they fulfilled, it is difficult to compare Packard and British-built Merlins directly to determine if one was in fact "better." Harvey-Bailey's assessment seems to reflect the consensus:

"At Squadron level there were times when there were fortuitous variations in reliability either way but when dealing with large numbers of engines at Group or Command level there was good consistency in results between British and Packard engines. The 60,000 engines produced by Packard for the RAF and USAAF were of inestimable value."

Ultimately, workers on both sides of the Atlantic were able to build an engine for the ages, flown to victory in all of the major theaters of combat. In the legend of the Merlin, any theorized variation in fit and tolerances

Former Packard Plant owner who fought city dies of cancer

BY GEORGE HUNTER The Detroit News

Detroit — Dominic Cristini, who waged a nearly two-decade fight with the city over ownership of the hulking, decaying Packard Plant site, died of cancer on Wednesday in Henry Ford Hospital in Detroit. He was 61.

“His wish was to restore that plant, and at first he was gungho about fighting the city for ownership,” longtime friend James Vinas said. “The city pulled so many dirty tricks, and he fought for 18 years, and won — but in the end, what did he win? The plant ended up looking like Beirut.”

Cristini was huddled inside his office on the property the night of Nov. 20, 1998, when Detroit police raided the site in an operation that’s still shrouded in mystery.

A team of cops stayed in the guard shack outside overnight — and four-person Gang Squad units remained there around the clock for eight months.

After the raid, as officers gathered near the plant’s entrance, Mr. Cristini allowed a News reporter into his office and said he feared police were planning to kill him and steal his property.

The next day, city workers erected a 12-foot fence around Mr. Cristini’s office, but did not explain why.

The fight over the plant continued for years, with Mr. Cristini and the city each claiming ownership, until the Michigan Supreme Court in 2007 denied

the city of Detroit’s appeal of a lower court’s decision that put the property back in his hands.

By that time, Mr. Cristini was in federal prison for selling the drug ecstasy, and couldn’t pay the back taxes, so Wayne County foreclosed on the property.

The 42-acre property is owned by Peruvian businessman Fernando Palazuelo, who has spent millions of dollars clearing more than 17,000 yards of debris. He has said he plans to convert part of the complex into commercial use.

Palazuelo bought the site out of foreclosure for \$405,000 in 2013.

“I went through hell and back trying to prove I was the owner,” Mr. Cristini told The News last year. “I put on a hell of a fight and won. But really, what did I win? I lost a ton of money fighting the city.”

Mr. Cristini claimed he started selling drugs because he’d lost so much money trying to keep the plant. “I own up to it,” he said last year. “I’m not going to cry about it; I got caught and did my time.”

Mr. Cristini served four years in prison on the drug charge. He was released in 2011.

“The fight for the Packard Plant took a lot out of him,” Vinas said. “He lost a lot of money trying to keep it.” However, last year, Mr. Cristini told The News he thought it was worth the fight.

“The city thought I was someone they could push around,” he said. “I lost nearly everything, but I’m pretty proud that I gave the city way more than they ever bargained for.”

Packard carries fancier to final rest

'52 hearse heads caravan of 14 classic cars through Arlington

By Christian Tolo
THE WASHINGTON TIMES

It was a sight that would have quickened the pulse of automobile enthusiast Douglass R. Hayes Jr. of Falls Church — a procession of gleaming Packards rolling through the streets of Arlington.

But cherry red, black and aqua Packards were assembled yesterday to honor Mr. Hayes, who died on Friday at age 54 after a protracted battle against liver cancer.

Mr. Hayes had requested that his body be driven to its final resting place in a 1952 Packard hearse, one of the nine Packards in his cherished collection.

"He was a Virginia gentleman, and the Packard automobile was built for gentlemen. The two go together," Arlington resident Peter Vliet, 46, said yesterday at the Columbia Gardens Cemetery in Arlington.

Fellow members of the Packards Virginia club, which Mr. Hayes co-founded in 1976, paid tribute to their friend by driving their Packards behind the hearse.

The caravan totaled 14 Packards in all, a stream of glinting chrome and fat whitewall tires. The procession included a Packard flower car, built with a large open bed for floral arrangements and a stretch limousine built upon

a Packard chassis. About 50 people took part in the funeral.

During the ceremony, a string of speakers recalled Mr. Hayes' love for all things mechanical, from cameras to trains — scale and full sized. A few speakers said they had grown up around Mr. Hayes; others noted they were half his age but shared his affinity for classic roadsters.

"He was 'he' Packard man," said Richard Cates, 60, of Stafford Va., director of the Packards Virginia club. "There isn't much he couldn't tell you about them."

Tom Bradley, 52, of Fairfax Sta

see PACKARD, page A14



Photo by Gerald Herbert/The Washington Times
Packard procession: A line of Packards follows a '52 Packard hearse yesterday during the funeral of Douglass R. Hayes Jr.

PACKARD

From page A1

tion recalled Mr. Hayes reminiscing over their teen-age days together at a Prince William County car show last year. The pair spent a chunk of their formative years drag racing along Falls Church roads.

"That's where his love for cars started, as a teen," Mr. Bradley said.

Those assembled for the service at St. George's Episcopal Church in Arlington agreed that the only passion that eclipsed Mr. Hayes' love of Packards was his devotion to his wife, Rebecca.

The couple had no children.

Longtime friend and Alexandria resident Paul Delaney, 56, said Mr. Hayes decided about a year ago that he wanted his final ride to be in his Packard hearse.

However, Mr. Hayes hadn't acquired it for that purpose. "He bought that out of his wacky sense of humor," said second-cousin

Bradford Smith, 57, of Portland, Maine.

Mr. Hayes co-founded Packards Virginia around 1976, one of three area clubs devoted to the luxurious carriages of yore.

Yesterday's Packard procession mirrored Mr. Hayes' oversized persona, his friends said, adding that Mr. Hayes, who stood 6-foot-8, had a heart that was larger than life.

"He was very welcoming for people coming into the hobby," said Mr. Delaney.

Mr. Delaney recalled his friend's "long, hard fight with cancer," saying it never dented his irrepressible spirit. "He bore it with an extraordinary kind of dignity."

Mr. Hayes retired in December after working more than two decades as an engineering technician at the solar-monitoring lab in the Smithsonian Institution's Environmental Research Center in Edgewater, Md.

In his final year, Mr. Hayes was elbow deep in work, restoring a circa 1930 Packard that he had ini-

tially picked up for parts.

The Packard Corp. was founded in 1899 in Warren, Ohio, and moved to Detroit in 1903, said Mr. Delaney. It stopped producing cars in 1956.

"It was the premier American luxury carmaker ... driven by presidents and the very wealthy," he said.

The car manufacturer played a role in air battles during World War II: U.S. and British fighter planes powered by Packard engines helped turn the tide of the conflict, said Mr. Delaney. The engines allowed Allied forces to escort bombers flying into German territory.

After the war, General Motors ran roughshod over the automobile industry, including Packard, though the luxury cars kept rolling off the assembly line through 1956.

"There's always been a huge following for the car," said Mr. Delaney, who estimated that local collectors own a total of a few hundred Packards.



Photo by Gerald Herbert/The Washington Times
A window of the 1952 Packard hearse belonging to Douglass R. Hayes Jr. frames his pallbearers yesterday at Columbia Gardens Cemetery in Arlington. Packard enthusiasts drove their cars in his funeral procession.

ASK THE MAN WHO OWNS ONE: RUNNING OUT OF GAS – SOME LESSONS NEED ONLY BE

LEARNED ONCE

by Joe Scanlan

from an article originally published in North Atlantic Packard's

"Pelican Papers"

and reprinted in the March, 2004 edition of "The Cormorant News Bulletin".

In 1995 when I purchased my '41 Packard convertible coupe, the first thing the seller said was "Fill up with gas, because the gas gauge is not very reliable." I kept track of my mileage and re-filled when necessary, but eventually I miscalculated and ran out of gas. I was very lucky because the car was in my garage at the time. I then decided to bite the bullet, removing the tank and the sending unit. The sending unit coil wires were very worn. I sent it to a rebuilder I found in "Hemmings". While waiting for the unit to return, I cleaned, de-rusted and sealed the tank with one of the old car houses. Upon the return of the sender, I reinstalled it and the tank. After filling with gas the gauge read full, and as I drove on the gauge proceeded towards the empty mark, just like a gauge should.

Everything was fine until two years ago when the gauge started reading empty whether it was full or empty. Of course I did run out of gas one more time. This time I was on the road, but that is another story. After consulting with some experts, one of whom was NAP's own Don Russell, it was determined that the sending unit was again the problem. The theory was that the present day reformulated gasoline had dissolved the shellac on the cork float, thus causing it to get gas logged and sink to the empty position at all times. A continuity test of the wire from the dash gauge to the tank proved the wire was OK. The tank was also well grounded. A resistance test of the sender while in the tank indicated zero or empty or a sunken float or an electrical problem with the sender. Removal of the sending unit was indicated.

Unfortunately, this required the removal of the gas tank. First I carefully drained the tank. I did it outdoors with a fire extinguisher at the ready. Next I placed a plastic container and funnel in a large disposable roasting pan. Then, using the funnel, the tank was drained into the plastic container. Any runoff was caught in the roasting pan. I found the gas to be quite clean, but ran it through a coffee filter to get out any sediment. Finally the tank was flushed with water to clean it and rid it of explosive fumes. The trouble with the sender turned out to be a soaked float and a broken rod. I suspect that with the heavy cork bobbing up and down on the bottom, the rod eventually succumbed to metal fatigue and broke. The fix for this problem was soldering a small brass float (from an old GM carburetor) to the rod where the cork had broken off. Prior to reassembly, the tank was dried out with the blower end of a Shop Vac. The sending unit was then reinstalled as was the tank. All the wires were again hooked up making sure connections were clean and tight and the ground was good. The tank was filled with gas. The gauge now reads "Full" when full and "Empty" when empty.

EDITOR'S NOTE: A special thanks to North Atlantic Packards for sharing Mr. Scanlan's article with "The Cormorant News Bulletin" so the knowledge can be shared throughout the PAC community of clubs. As old age winnows the numbers of Packard experts, it's important to share information so we can maintain the Packards we love.

FUNNY: I know a guy who's addicted to drinking brake fluid, but he says he can stop any time.

Folks,

Although this article is discussing a Cadillac, I feel the content is important for all our members. I, for one, failed to change the antifreeze in one of my cars on a regular basis and suffered from the same malady. It only happened to me ONE TIME as I learned from the experience. (Ed.)

Editor's Ramblings

By Dick Boswell

Reprinted from

THE HAWKEYE HEXAGON

“Sometimes” as we grow older, we become a bit wiser. I have been fiddling with old cars for about forever. Antifreeze was a commodity which required little thought. It was OK so long as it was clean and green – and kept the engine from freezing. I looked at it from time

to time over the years, in the cars in the old car barns. So long as it continued to look nice & green, was clean, & tested well below zero each test, I left it alone.

Then I was out there one day and decided to start the 49 Cadillac. This is the car we drove to the Cadillac meet held on the infield of the Indy 500 track. At that time, they allowed us to take two laps around the Indy track --- if our car leaked NOT A DROP of anything. Don't recall how many Cadillacs there were at the meet but THEY ALL took the two laps around the track meaning that not a one of them leaked a “drop of anything.” What a bunch of hoohy that

was as I am pretty sure that EACH of them lost some drops of something from time to time. Our 49 was one that “did not leak a drop of anything” (ya, right) so we toured around the track with the others. The 500 track operators were pretty smart as they had us all follow a “pace car” which drove at a “modest” rate (about 55 as I recall) – safer! Can recall that the corners were banked so much that going slowly around those banked corners, we wondered if we might tip over and roll over into the infield –No one did !!

Since that trip I have started the 49 lots of times but have not driven it. Recently out at the barn I decided to just turn the fan blade so be sure the engine was still free and easy to rotate.

Whoops, I could not turn the fan. With a battery installed, I learned that the engine was free and ran, but the water pump was NOT. MMMM, could it be that old antifreeze – looked nice and green – tested low for freezing – but it was no good a keeping the inners of engine and water pump free of rust and crud?

Took out the water pump to find that the blade and inners of that pump were a mass of rust and general yuk. Same with the thermostat. Pump would not turn. A new pump cured the water pump issue. Yes, flushed out system and put in new antifreeze – should have done many years prior.

I did some reading on anti freeze & learned that the green products, original Zerex worked well for old cars and kept engines from freezing in our cold weather BUT – to be changed every two years to keep the anti freeze “anti corrosion, sludge and rust chemicals” in operational working condition. So, when we drove the 49 to the Indy meet, in late 70s, that anti freeze was “only” about 10 years old. BUT, now it is about 50 years old and still nice and clean looking and very green – but only good to keep from freezing. Bad plan to leave it there for so very long.

The moral of this story is that we MUST change our green antifreeze from time to time – no matter how nice and green it might look. It is suggested in what I have read – every two years !! Old Zerex uses Ethylene glycol as its base and new types of antifreeze use Propylene glycol. Not certain, but believe new is better. I have found that my 356 runs coolest with water & Water Wetter. The Water Wetter also contains anti corrosion and antirust additives. But one must remember to put in antifreeze in the fall or the system will freeze up and break -- with water and WaterWetter, in the freezing temps of winter.

Cars for sale

Packard Cars for sale

From
Bob Powell
Contact Bob at
rplkp@comcast.net



1955 400
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new tires, original interior; one repaint
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1936 Packard 120



FOR SALE 1936 Packard 120B Sedan: Original condition. Lots of recent improvements including wide whites, electric fuel pump, rebuilt carb, new wiring harness. Ready for next phase of a distinguished career that includes several 30's movies. Reluctantly, after 35 years, I find that I am unable to spend enough time to justify keeping her going, so looking for a new home. No reasonable offer refused. **Transportation included (703) 370-7281 mccarthy3912@aol.com** (Alexandria, Va.)



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Bill

About Us

The Classic Car Center is owned, operated and staffed by individuals who both love and drive collector, classic and antique cars and motorcycles. They share with our customers the passion for having a well-cared-for vehicle that looks and runs as intended when first built. Our business philosophy is that the proper care for the vehicles entrusted to us—whether for storage, service or sale—is paramount, whether the car is of Pebble Beach quality, a weekend-show vehicle or a daily driver. We couple that care with service expertise, timely delivery and reasonable rates in an environment where we always take the time to fully interact with our customers to better understand their needs and expectations.

Our shop manager, Bill Grant, has been servicing and repairing classic cars for over 20 years. He blends the expertise that he brings to our shop with the understanding he developed as a successful driver on the sports car racing circuit. His mantra is that no job leaves our shop without it meeting both his highest professional standards as well as our customer's expectations. Each member of his staff shares the same allegiance to that set of standards. Please stop by to see our facility, meet our staff and enjoy—along with us—the many fine vehicles that are in our care. And please bring by your classic so we might enjoy that as well.

A Different Kind of "Car Show"

Instead of classic cars, our parking lot recently has been filled with National Guard trucks and cars of Food Bank employees/volunteers. They are providing food to those who need it, including:

- * seniors,
- * those who are unemployed,
- * folks who have been laid off their jobs, and
- * people that simply need help.**

The lines are so long that a holding area has been set up in the police academy's parking lot across the street from us while cars wait their turn.

This is the reality of just one aspect of the impact Covid-19 is having on our community and it's replicated in virtually every state, city and town throughout the country. If you are able to help the food bank in your locality with a donation of time or dollars you will be assisting neighbors who you may never have met but dearly need your help.

We thank you for whatever help you can provide.
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PAC Region Websites

Ark-La-Tex Packards. www.arklatexpackards.com

Blue Ridge Packards www.blueridgepackards.org

Club Packard Iberica www.Packardclub.es

Earle C. Anthony, Packard Motor Car Club <https://www.ecapackard.com>

Florida Packard Club <http://clubs.hemmings.com/floridapackardclub/>

Intermountain Packards www.angelfire.com/id/ipac

Keystone Packards www.keystonepackards.org

Lone Star Packards www.lonestarpackards.com/

Mid Atlantic Packards www.midatlanticpackards.org

Mississippi Valley Packards www.mvphelm.org

Niagara Packards www.pocketprompter.com/np

Nordic Packard Owners Club www.npoc.nu

North Atlantic Packards www.napackards.org

Packard Automobile Club of Australia www.packardaustralia.com

Packard Automobile Club of Great Britain <http://home.clara.net/andrewb/>

PAC Region Websites

Packard Automobiëlclub Nederland www.spcn.nl

Packard club of India packardclubofindia@gmail.com

Packard Truck Organization [www.packardclub.org/html/Packard Truck Org](http://www.packardclub.org/html/Packard_Truck_Org)

Packards of Chicagoland www.chicagopackard.org/

Packards Virginia www.packardsva.org

San Diego <http://www.packardclubsandiego.org>

Silver Circle Packards <http://webpages.charter.net/scpackard/>

Wisconsin Packard Club <http://wiscPackards.I00webcustomers.com>

The Packard Club www.Packardclub.org

Packard Parts & Service

Kanter Auto www.kanter.com/packard/

Max Merritt Auto www.maxmerrittauto.com

Dwight Heinmuller www.packardparts.org

Tuscon Packard www.packardpartsonline.com

PACKARDS VIRGINIA DUES

Packards Virginia dues are payable on January 1 annually. Membership in Packard Automobile Classics is a requirement for joining our region. www.packardclub.org.

Our dues are \$5 for email delivery of your newsletter.

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Membership Application/Renewal

Membership requirements: Active membership in The Packard Club (www.packardclub.org) is the only prerequisite for joining Packards Virginia. Regional dues are \$5 annually.

Make your check payable to Packards Virginia and mail to: Packards Virginia, P.O. Box 4012 , Falls Church, Va., 22044 Renewals are due on January 1 of each year.

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A MESSAGE FROM OUR BOARD

Nothing is as certain as change! Some smart man said that in the past and it is certainly true today. The Coronavirus has upended our world – we still don't know the outcome of this viral invasion.

When this current crisis moves on into the history books, the Club's Board plans to hold events that will inform, educate, and entertain you. The Board has the role of planning and producing the events. You have the role of attending and enjoying the events. We need each other for this to work.

The Board members are not seeking fame and glory – they are people that enjoy the people in the Club and want to help create events that allow Packard enthusiasts to meet, talk cars, and become good friends.

Our goal is to get new club members and existing club members to join the Board and offer their input into Club events and operations. Board Meetings are open to everyone.

Attend a board meeting and decide if you would like to join the Board to help steer the Club. There are several Member-atLarge positions that do not have specific duties, but they do contribute their thoughts and ideas. You could be one of them!

Please help us take this unfortunate turn of events and make it a starting point for a stronger Club.

We hope to see all of you on the other side of the lockdown.

WANTED: PERSONAL PACKARD STORIES

So many of you have personal stories about your Packard and associated activities, problems, memories, and traveling experiences we would really like to share.

Email is great but other ways are fine!

Please share. Thanks. packardv8@hotmail.com



From the Detroit Public Library
National Automotive History Collection



Packard Co. file photograph of eight 1937 Packard nine-tenths left side view. Inscribed on photo back: "Packard twelve, fifteenth series, model 1507, 12-cylinder, 175-horsepower, 139.25-inch wheelbase, 5/7-person all weather cabriolet."

All vintage pictures in the Packard Virginian are from the
Detroit Public Library
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