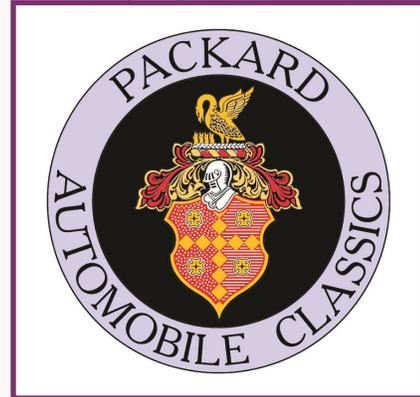


www.packardsva.org

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.

P.O Box 1715

Maple Grove, Mn.55311-6715

Phone: 763-420-7829

Email: pac@cornerstone.com

URL: <http://www.packardclub.org>

MasterCard & VISA accepted for National Dues

Packards Virginia

Dues are due in January of each year:

New members who join after September 1st

are credited for the following year.

Membership in our National Club is required.



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Tim English
Timothy.j.english@gmail.com



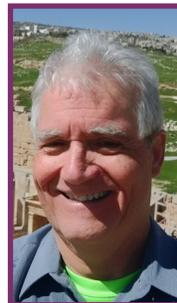
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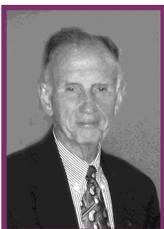
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A MESSAGE FROM OUR BOARD

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 cre-

ate 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.

The Packard Virginian is the official publication of Packards Virginia and is published quarterly.

Submitted material should be sent in by the fifteenth day of the second month to be listed on the issue. If you want your materials returned, please notify us at the time of submission.

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

Oct

17 Rockville, MD Canceled 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.
CANCELED!!

February 20, 2021 9th Sweetheart Luncheon, Bavarian Inn, Sharpsburg, West Virginia, starting 12 noon

May 7 & 8, 2021 Our 25th All Packard Indoor Swap Meet & Car Show

Sept. 18, 2021 PV show at the Lyceum

OUR BIG SHOW

SEPTEMBER, 2020



224 VISITORS!!

Scott Leaf, our Director of Activities, has made a grand slam once again with our Orphan show at the Lyceum. The only car show of the year and our visitors were anxious to come and see our cars. In addition we had more unique entrants this year with more interested in coming next year.

OUR BIG SHOW

SEPTEMBER 19, 2020



1932 Light 8
Bob Montague



1933 8
Scott Leaf



1935 12
Miles White



1951 Clipper
Jim Vines



1951 Patrician
Ingrid Keune



1955 Clipper Custom Constellation
Craig Coulombe



1956 Clipper Super
Paul Delaney



1968 Camaro
Warren Harlow



1967 GTO
James Hancock



1967 GTO
Georgia Harlow



1978 MGB
Scott Leaf



1988 Austin Mini
Walter Paz

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.

Reprinted from
The Cloisonne Calendar
Minnesota Packards

PACKARD PACE CARS

Packard had involvement in the racing world in the days when the brand was developing. It seems its dealers recognized value in getting the brand ahead of the motoring public even if a typical Packard customer was not a race fan. The most famous venue was Indianapolis. The track had been in use in the 1910's, and the first formal 500 was 1911, so the reputation spread and the promotional value became obvious within a few years.

1915

Packard got the first opportunity to pace the race in 1915. The car was set up by Carl Fisher, who was the principal promoter and developer of the track at Indianapolis. Fisher was serial entrepreneur who created Presto-Lite acetylene lamps and sold that business to develop his career. A racing enthusiast, he joined with his friend Barney Oldfield, to create the Fisher Automobile Company in Indianapolis and is generally considered to be the first automobile dealership in the United States. It carried multiple models of Oldsmobile, Reo, Packard, Stoddard-Dayton, Stutz, and others.

Carl chose to paint the car white. It was a Packard 5-48 with a different engine that was a 415ci unit from a 1914 model car, for superior performance. The race was won by Ralph DePalma driving a Mercedes. It won the race even though it threw a rod.

1919

Packard got the nod again in 1919 and used the opportunity to promote the Twin Six. A more notable pace car driver for this event was Colonel Jesse Vincent at the wheel. A Packard-engined race car was competing as well, using a development of the Liberty V12 called the "299" because of its displacement. Vincent had played a principal role in developing the Liberty engine for aircraft during WW1. DePalma had, earlier that year, set an absolute speed record in the "299" in Florida, just short of 150 mph, and would drive it at Indy where it finished 6th.

1936

Another opportunity to pace did not come about until 1936. Tommy Milton, who was Packard engineer and test driver, had suggested to Alvan Macauley to promote the new Packard 120 as the pace car for the race, and Macauley did so and chose to make the pace car a prize for the winning driver. We Minnesota types can be proud as he was a local boy, born in St Paul in 1893. Milton was a 2-time winner at Indy. He started the race eight times driving four times for Duesenberg, a straight-eight Frontenac, H.C.S, and Miller-engined car. The race was memorable for three firsts: It was won by Louis Meyer who became the first driver to win Indy 3 times.

Meyer was sponsored by a dairy and drank the milk upon winning, which became a yearly tradition. And, this was the first race where the winner received the pace car as a prize.

Reprinted from
The Packard Digest
Motor City Packards
The Impossible Dream:

Racing a Packard V-8 at Tunis Speedway

By Dave Marold

Have you ever attended a stock car race? How about a race where one of the cars participating was a Packard? Back in the 1960s, in my high school class of 626 in Waterloo, Iowa, there were two of us who occasionally drove Packards to school during our senior year. I had a decent-looking red and black 1955 Clipper Panama that I had bought while it was frozen in ice in a flooded parking lot and with a weak transmission for \$60. With a little "transmission medic," it worked enough to drive.

My friend Dan Hedges had a 1956 Clipper Custom with a manual transmission that could burn a lot of rubber when leaving the school parking lot, and he never got caught. Probably no one thought that a Packard could burn rubber!

Dan got the idea that he wanted to race at the local dirt track, Tunis Speedway, which in the 60's was a 1/4-mile oval in Waterloo, Iowa. Dan's dad, Ed, had raced Oldsmobile's there before. Dan found a 1955 Clipper Constellation and converted it to his race car. He painted it fluorescent orange with a dark blue number 70 on the sides. That was the easy part.

Because cars drove around the track with the right side of the car to the outside, they wanted the weight in the left rear so the car would not

spin out on the dirt track. To do this they tinkered with the torsion level

suspension, shortening the bracket on the left side and lengthening the right side. Also, a partial leaf spring was rigged on the right front to adjust the weight.

They bored out the 352 c.i.d. V-8 to about 390 c.i.d., as they figured they ought to get some breaks since they were racing a Packard. They used a special Iskenderian cam and retained the Rochester 4-barrel carburetor. They adapted a Ford truck 4 speed transmission and ran the car in 3rd gear. They had to cut the center out of the wheels and weld them on to a larger wheel so they could use special soft rubber Atlas tires. For seat belts, they adapted airplane seat belts they bought at Robin's Surplus.

I saw Dan race once; it was a thrill and the noise was deafening. While he didn't win, he was the youngest driver and did pretty well all things considered. He did get a win in his Clipper at the Humboldt, Iowa dragstrip several letters, I have not been able to find a picture of Dan's car.

If you are looking at this online, click on the link below to see a video from Tunis Speedway.

Or, you can type the URL into your browser of choice:

<https://www.facebook.com/jim.hamlyn/videos/10151687670964205/?t=0>

Reprinted from
The Packard Digest

Buildings on Former Packard Plant Site

Put Up For Sale for \$6.95M

Susan Selasky, Detroit Free Press, July 8, 2020

Two buildings and surrounding property that were once part of the sprawling Packard Plant complex on Detroit's east side have been put up for sale.

The properties, owned by Tsanwood LLC., have a \$6.95 million price tag and include

180,000 square feet of office and warehouse space, according to a listing on Loopnet.com. The properties at 1600 and 1634 E. Grand Boulevard, between Mount Elliott and Van Dyke, are also available for lease.

Tsanwood, according to Crain's Detroit Business, is owned by Rick Portwood of the Display Group and AVL Creative, a Detroit-based event management company. The group's headquarters is in the historic Packard Building 22 in another part of the historic factory complex that produced luxury Packard automobiles until the mid-1950s.

"I would prefer not sell-

ing it because it's a great property," Portwood told Crain's. "If somebody is interested in paying that kind of money for it, we would take it, but if I would have my druthers, I would prefer a tenant coming in because I don't want to sell it."

The listing agent is L. Mason Capitani Inc., in Troy.

The properties include nearly 68,000 square feet of warehouse space that's suited for cannabis growing, according to the listing. There's 10 acres in all for both properties, bay exterior truck wells and 7 acres of secure, gated parking.

One of the buildings is formerly known as Building

No. 82, where Packard built marine engines according to Crain's. It's on the same block and adjacent to the former Packard Plant administration building.

The buildings are not part of the Fernando Palazuelo's ownership of the Packard Plant buildings and properties, Palazuelo, a Peru-based developer, bought the Packard Plant in 2013 for \$405,000 at a Wayne County tax foreclosure auction.

Palazuelo, who hails from Spain, announced a redevelopment plan in 2017, often cited as ambitious, of parts of the 40-acre factory complex. Arte Express, Palzuelo's company, is leading the redevelopment,

though the project has been slowed because of the coronavirus pandemic.

The first of Palazuelo's four redevelopment phases would transform the old Packard administrative building, 1580 E. Grand Blvd., into 121,000 square feet of commercial office space as well as a gallery and an events venue that is large enough for weddings.

A small nearby building at 1651 East Grand Blvd. will be renovated more or less concurrently and house a future restaurant, according to Kari Smith, director of development for Arte Express Detroit. Construction and redevelopment for Phase Two, a recreational center whose

specific purpose hasn't been announced, could start next year.

(Editor's Note: The News is quoting old information here. Both the restaurant and Phase Two have been placed on hold. Kari Smith left Arté Express over a year ago.)

Free Press staff writer J.C. Reindl contributed to this report.

Contact Susan Selasky: 313-222-6872 or sselasky@freepress.com.

Follow @SusanMariecooks on Twitter.

Thanks to our Treasurer, Paul Gallagher, for passing along this link!

Packard's 1929 Straight 12 Experiment Courtesy of Old Cars weekly; And The Packard Predictor of San Diego

Packard was known for its masterful V12 engines, but an inline 12? That's an entirely different animal, one worthy of a closer look.

Among all the weird and wonderful piston engine configurations tried over the years, the straight 12 isn't totally unknown. To name a few, Frank and August Duesenberg built a pair of inline 12 engines in 1913 for Commodore James A. Pugh's marine racer, *Disturber IV*. Automobiles Corona of Paris briefly advertised an inline 12 in 1920, and the always eccentric Gabriel Voisin sampled the layout as well, although his V12L was more like a pair of sixes joined at the crankshafts. Today, Wärtsilä-Sulzer offers its mammoth marine diesel engines, which boast 100,000 hp and more, in an inline-12 version. But in a production au-

tomobile, an inline 12 is a sketchy proposition. The crankshaft, which must be roughly twice as long as its V12 counterpart, wants to wind and unwind like a big rubber band, producing tremendous torsional vibrations, and bow and whip in the middle like a jump rope. To counter these forces, the crank must be extremely stiff and heavy, while the cylinder block must be extremely robust as well to contain all these unwanted motions, and also to withstand all the twisting and bending forces of the chassis. It's not the most attractive or efficient package, to say the least.

But none of that deterred the Packard Motor Car Company in 1929, which at the time was among the leading engine manufacturers in the world on land, sea, and air. With the Packard Twin Six of 1914 and the Single Eight of 1924, the car maker had conquered the V12 and straight-eight designs, so from that angle maybe a straight 12 did not seem so preposterous. Or maybe the Packard engineers were simply curious to see if the layout was not quite as horrible as it appeared on paper. Whatever the reason, the company constructed a single prototype.

There's not a lot of hard information around but in Packard lore, the inline 12 featured a bore and stroke of 3.50 by 5.00 inches, yielding around 577 cubic inches, and presumably it produced in the neighborhood of 150 hp. In most ways, the 12 could be described as an extended version of the company's successful straight eights, with L-head valve gear and other conventions of the day.

The development program was soon suspended, reportedly due to vibration issues (no surprise there) but a prototype engine was installed in a production Packard chassis with a Victoria body by Dietrich. To accommodate the stupendous length of the engine, the cabin was pushed back around 12 inches on the 145-inch wheelbase and the hood and cowl were lengthened a similar amount, producing the unusual proportions we see in these photos. In the car biz the dimension is called dash-to-axle, and this Packard has some.

In trying to keep ahead of the competition, automobile manufacturers are always working on new designs, and the Packard Motor Car Company in its heyday was one of the leaders in this endless pursuit. Little is known about this experimental straight-twelve other than it appears to have passed out of the Packard Experimental Department early in 1929 after being tested. It then went to family member Warren Packard, who was active in the Company and it was used by him for perhaps six months.

According to author Beverly Rae Kimes, the family used the car in 1929 and even completed a 1500-mile round trip to Quebec, Canada. The car appears to have been a prototype that was apparently based on one of the 145-inch long wheelbase chassis' that was offered for the 745 models.

It was outfitted with tasteful Dietrich convertible Victoria coachwork with a longer cowl and a hood that was roughly twelve inches longer than the Deluxe Eight. The color scheme chosen was a sensational combination of orange with silver moldings on the body and hood with silver fenders and splash aprons. It was accented with chrome-plated wire wheels, hood vents, and trunk rack. The coupe was known around the Motor City as the "Easter Egg".

Warren Packard died late in August of 1929 in a plane crash while attending a Company sales convention. According to Kimes, after his death Packard brought the car back to the factory and removed and destroyed the unique engine, a common occurrence in the industry with experimental units. It has been reported that after the removal of the twelve, it was repowered with a DeLuxe Eight engine, or perhaps a higher horsepower 734 engine and shipped off to Mexico, far from the Motor City.

Based on what little is known about it would lead one to the conclusion that this form of a twelve was abandoned by the company, and Packard moved forward with its V-twelve that was soon introduced in 1932. Very little information has turned up about this engine or the car in spite of the efforts of researchers over the years, other than a report of it having produced around 150 h.p.

All of this leads us to wonder if our resourceful readers lead us to any solid new information or images about this car or its engine?

Cars for sale

Packard Cars for sale

From
Bob Powell
Contact Bob at
rplkp@comcast.net



1955 400
31,000 miles
new tires, original interior; one repaint
\$22,500



1956 Patrician
Original interior; partial repaint
\$12,500

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.)



1928 Packard 526 Phaeton For Sale

Award winning Restoration runs and drives like new. Rare dual rear spare car appointed in Black with Red Accents. Car is ready for show and touring. The restoration was completed by a national authority on 5th series Packards. Last of his 3 national prize-winning 1928 Packard restorations. Single family ownership over 30 years. A wonderful example of this classic marque.

\$88,000 usd

Contact Paul Tacy

Packard Approved

518-772-5514



1927 Packard 526 Phaeton - AACA National Senior prize-winning restoration by Dave English. AACA Senior car, recognized 2007. Featured car of August 2010 AACA calendar. Currently listed in numerous on-line locations. Contact packardapproved@yahoo.com. ASKING \$85,000.00USD, price is negotiable. Contact: timothy.j.english@gmail.com



1934 Packard 1100 Sedan - All original and an amazing car. Runs and drives well. Currently listed in Antique Automobile magazine. ASKING \$55,000.00USD, negotiable. Contact: timothy.j.english@gmail.com



1927 Packard 443 Phaeton - Wonderful car. 3 Speed w/ overdrive. Older restoration. Nickel plating. Long-time ownership by Emile "Dutch" Pettijean. Also owned by Bill Ruger. ASKING \$To Be Determined. Contact: timothy.j.english@gmail.com



Car for sale

1954 Packard Deluxe Clipper

4 Door - Straight 8

Mileage 83,283

Appraised \$21,500.00

Reasonable offer accepted



Marty



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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.

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If you walked into the Pontiac showroom in 1957 this Star Chief convertible would have been the centerpiece of all the new Pontiacs.

An Outstanding Car

This 1957 Star Chief has been restored with such attention to detail that it looks show-room fresh! It is equipped with:

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- Power brakes
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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.

Please make your check payable to

Packards Virginia

and mail to:

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

**Your prompt attention to this payment is most appreciated.
Thank you.**

Packards Virginia
P.O. Box 4012
Falls Church Va., 22044

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.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Phone: _____

The Packard Club Membership Number: _____

Packards owned:

1. Year _____ Model _____ Body Type _____

2. Year _____ Model _____ Body Type _____

3. Year _____ Model _____ Body Type _____



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 a 1951 Packard 200 2-door sedan, left side view, **dual white sidewall tires**, special jet wing emblem, parked on grass in front of building, man standing near front of car ."

All vintage pictures in the Packard Virginian are from the

Detroit Public Library

National Automotive History Collection