

# Newsletter *of the*

## Old Dominion Packard Club

1<sup>st</sup> Issue – January / February 2014



The sport model is upholstered without pleating. Attention is called to the combination foot rest and compartment which with the glove box afford much appreciated space for the safe storage of small luggage and sport equipment.



The front compartment offers everything for the comfort and convenience of the driver and his passenger. The transmission lever is set well forward in the center, out of the way of the occupants while the brake lever, to the left, allows free use of the left front door.

All Packard Eight open cars are trimmed with the best of hard crushed Spanish leather, soft and pliable as fine fabric. Floor carpets and heel panels are produced from selected horsethair. Seats and backs are cushioned with individually nested springs.





# Old Dominion Packard Club

Spring Tour ~ April 24-26, 2014

Lancaster County, Pennsylvania



*Bird-in-Hand Family Inn & Restaurant*

Bird-in-Hand, Pa, PA Route 340,

6 miles due east of Lancaster City

Wed., April 23 - early arrivals

ODPC Board Meeting

Group dinner at Good & Plenty (2 miles from motel)

Hospitality Room all day (each day)

Thurs., April 24

Drive by Packard Lancaster building

President James Buchanan's *Wheatland*, Lancaster

Lunch on-your-own

Columbia Watch & Clock Museum, Columbia

evening free

Fri., April 25

Strasburg Railroad with lunch on the train

Railroad Museum of Pennsylvania

Dinner at Plain & Fancy (near motel)

Sat, April 26

*The Bridges of Lancaster County* - Covered Bridge Tour

Wilbur Chocolate Co., Lititz

Lunch on-your-own

Closing Banquet at motel banquet room

Motel is where the last Lancaster County Spring Tour was held in 1990

Rate is \$111.00, plus tax. Rate includes a breakfast smorgasbord each morning.

Rate previously mentioned in past flyers was \$99.00, but did not include breakfast.

Dwight Heinmuller 410-329-3022

dheinmuller@gmail.com

**Registration material will be in the next issue.** Call (800) 537-2535 for reservations

Keystone Packards, Packards East, Long Island Metro,  
Mid-Atlantic Packards, East Grand Packards and Packards Virginia  
are cordially invited to participate in any or all of the events.

**2014 Fall Meet will be in Roanoke, VA ~ October 24-26**  
**Hosted by Jim & Kelly Fulghum**

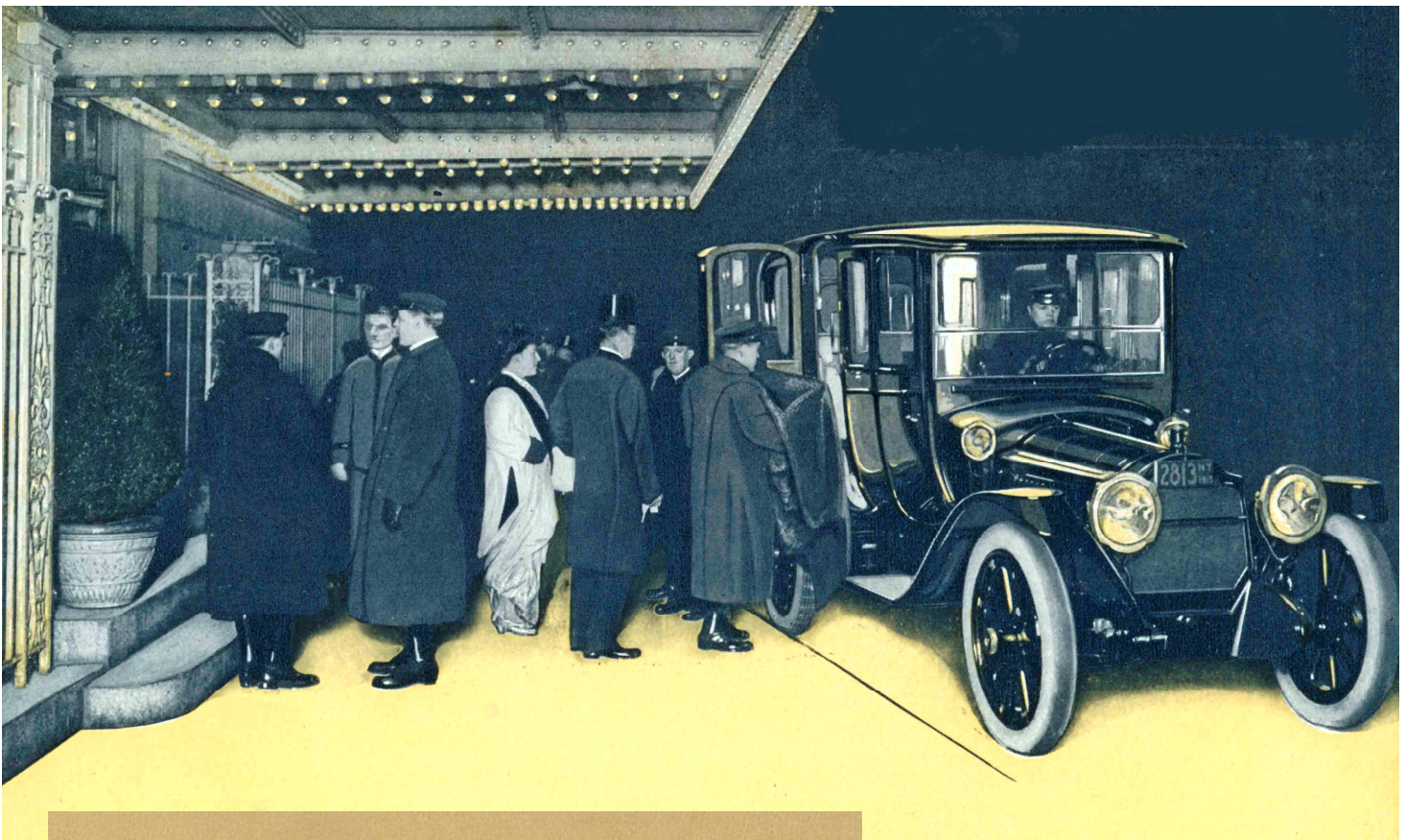


## Old Dominion Packard Club – Board Members for 2014

President	Bob Robb	packrobb@verizon.net
Vice President	Bob Woolfitt	rwoolfitt@cox.net
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Projects	Miles White	
Editor	Dwight Heinmuller	dheinmuller@gmail.com
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### ***Welcome to The Old Dominion Packard Club***

The Old Dominion Packard Club (ODPC) was founded in 1958 to preserve and enjoy Packard motor cars and the interesting and diverse history of the Packard Motor Car Company. The Club is independent and not affiliated with any other organization. The Club holds two functions a year, a Spring Tour and the Fall Judging Meet. The Spring Tour is held the 4th weekend of April, and the Fall Judging Meet is held the 4th weekend of October.



*The Packard*

In This Issue Are Excerpts From *The Packard* , #41, January 1914. This was Packard's "house organ," from 1910 to 1931.

## Pumpkin Pie, a la Morton

THE chief of our Truck Department Scouts learned considerably more than tactics during his military career. After Morton had been promoted to Corporal of the Guard for heroism in his hand-to-mouth conflict with hardtack and beans, he used to borrow the company cookbook in lieu of other reading matter. During the long watches of the night he staved off sleep and court martial by memorizing recipes for dishes he was going to eat as soon as the war was over. Here's his favorite:



For two large pies (his regular portion) proceed as follows:

Get up at 3:00 A. M. and cautiously sneak up through the cornfield. From behind a shock of corn harpoon a medium sized pumpkin of the yellow variety. The best way to get it is on the half hop just as it leaves the ground.

Or, take one can of pumpkin if you have trained in restaurants, otherwise the shock may kill you.

Then take four cold storage eggs (no use kidding yourself) and hold 'em with one hand and beat them to a pulp with the other, then—

- Add—about cup sugar,
- Add—One-half cup milk,
- Add—One-half teaspoonful ginger,
- Add—One tablespoon melted butter,
- Add—One-fourth teaspoon salt,
- Add—One teaspoon cinnamon,
- Add—One-third to one-half cup brandy.

Make sure the last item goes into the pie.

Cook crust slightly before filling with pumpkin, then bake twenty or thirty minutes.

Further instructions not necessary—just "obey that impulse."

ANTICIPATING the holiday demand, a capacity load of English walnuts was hauled into Los Angeles by S. W. Barton, of Whittier, who used a five-ton Packard to make the haul. The consignment weighed 10,277 pounds and brought a little less than \$2,000 on the wholesale market.

## A Broad Red Streak in Punxsutawney

*Packard is Hook and Ladder  
Hero of Firemen's Reunion*



THE old town of Punxsutawney has been celebrated for lo, these many years because of its annual ground hog hunt. For 364 days in the year it is as peaceful as a Puritan Sabbath, but on that day of days, there's somethin' doin' by heck and don't ye fergit it! But besides that, Punxy recently has had additional honors thrust upon it. The Volunteer Fireman's Association of Western Pennsylvania met there.

Ninety-six boroughs shipped a startling assortment of motor fire apparatus to enter the cash prize competition which was the piece de resistance of the program. McCue drove the Packard fire truck over from North Braddock.

Dr. Frank Lorenzo, one of the judges, declared: "The Packard won because it is a truck which in

our estimation would meet any and all requirements that a motor truck would be called upon to meet under any conditions. The motor, the equipment and general construction were taken into consideration by the judges."

D. J. McCue has driven the Braddock truck ever since it was installed two years ago.

"A woman who lives eight blocks from the station telephoned one night that her stables were burning," he says. "She pulled her husband out of bed just in time to see us turning down the alley to the fire. We made the run with three turns in two minutes. The man who set the place on fire is in the 'pen' now, but I honestly believe that woman thinks it was a put-up job and that we were waiting for the call just around the corner."

## Where the "Borealis" Sparked at Aurora



BACK in the early '50's when Aurora, Mineral County, Nevada, was something of a mining center, Mark Twain was a newspaper man. He used to open up his muffler cutout and give vent to a series of periodical wheezes through the medium of a one-cylinder sheet he called the "Aurora

Borealis." He was proprietor, editor, reporter, printer, devil and pressman. An undersized brick building of one story formed his sanctum and he lived next door in a dilapidated shack. The "Borealis" suspended publication when its editorial staff blew for the coast after a vain wait of several weeks for a case of new type in which to set the lone advertisement. That was before George Sowers and his three-ton Packard replaced the cumbersome stage. A short time ago Sowers put on the brakes before the Twain cabins just long enough for our Aurora correspondent to "mug" him and his truck.

HARRY Ludwig, who for the past two years has been manager of the Fiat branch in Providence, has become sales manager of the Providence branch of the Packard Motor Car Company of Boston.

# FROM PITTSBURGH CURB TO GRANDE SALON



THEY'RE blood relations, though you'd hardly believe it. Look closely and you may see the family resemblance. The "2-38" is the pride of the Champs Elysee. It was one of the big features of the Grande Salon at Paris this season. Even the foreign touch of the French cabette body fails to disguise the Packard lines. In fact a similar design of body was built by the Packard Motor Car Company. It was a very exclusive type and only a limited number were manufactured.



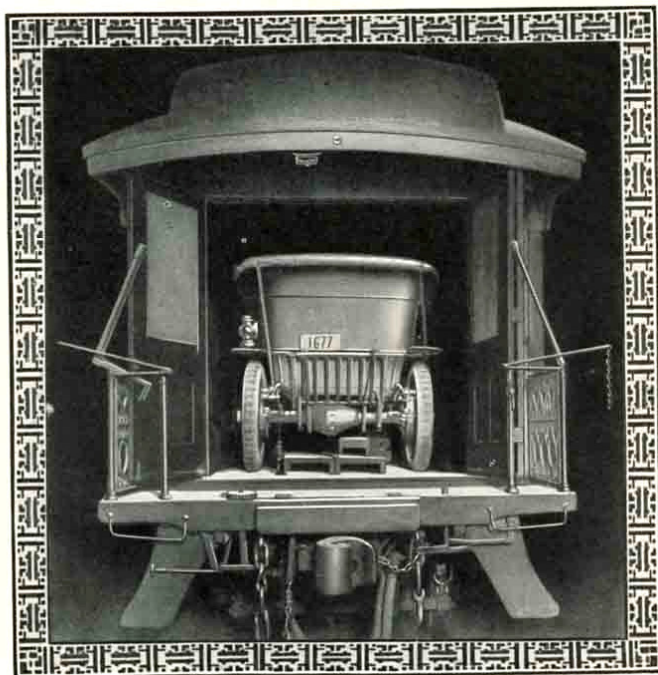
The other vehicle shown is a 1907 Packard in somewhat reduced circumstances but still faithful and willing. It distributes pop corn and peanuts for M. A. Manchio, of Pittsburgh. This barouche has the foreign touch without being exclusive.

## A CAR WITHIN A CAR

LOUIS W. HILL is the active presiding genius of the Great Northern Railway. He has a great faculty for making mole hills out of mountains. This may explain why he is a Packard enthusiast and a stickler for good roads.

Mr. Hill maintains what is probably the most unique garage in the world. His Packard follows him over the country in a private car of its own. Recently, after taking his father and mother over Glacier Park paths which guides pronounced impossible for motor cars, he drove his "30" from Great Falls to the park, fording several streams and climbing the forest trail never before traversed by an automobile. Mr. Hill is extremely reticent concerning his exploits:

"When I was in Helena I heard some talk about the proposed 'park to park highway' connecting the Yellowstone and Glacier National Parks. I offered to make the run from Great Falls to Glacier Park in my Packard which I keep with my private car, agreeing to make a report on the condition of the roads and trails as far as the park entrance. It is a hard drive at present, but I believe that the Montana people could be persuaded to build the connecting links between the two parks."



## FIRST OF AN ILLUSTRIOUS LINE



THIS is President Joy, driving Model A, the first Packard. Model A is a single-cylinder car, built fifteen years ago. It is still an efficient, usable machine.

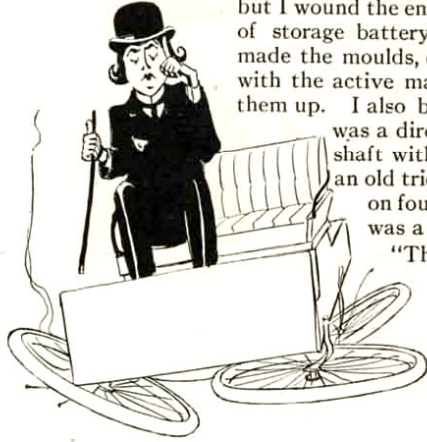
The genealogy of the Packard line is given in a pictorial booklet prepared especially for distribution at the annual automobile shows. A post card will bring you a copy by return mail.

AT this writing W. B. Froude, of Portland, Oregon, is leading the field in the truck contest with seven sales over quota. Hartley Howard, of Pittsburgh, and S. L. Prime, of Worcester, are running second with a margin of three each.

## BACK TO THE PRIMITIVE

**E**ARLE ANTHONY allows this is a portrait of the first automobile owned by a Packard dealer. It dates from 1895 when the precocious young Anthony had just turned fourteen and was a sophomore in the Los Angeles High School.

"I know it was a good car because I built it myself," he candidly admits. "The motive power consisted of a three-quarter horsepower electric motor for which I made the patterns. Some machine work was done on the metal parts but I wound the entire coil myself. Ten cells of storage battery furnished the power. I made the moulds, cast the plates, filled them with the active material and then connected them up. I also built the controller. There was a direct drive from the counter shaft with a differential taken from an old tricycle wheel chair, mounted on four bicycle wheels. The body was a wooden frame.



"The extraordinary thing was that it would really run. It actually went about six or seven miles an hour. Unfortunately I forgot the springs. One time I ventured onto a fairly rough road and a wheel went up



in the air. This threw the whole weight onto the other three and the trip ended abruptly. I still maintain it was some machine."

## SCALING A SIERRA SNOW PRECIPICE

**B**UCKING the drifts on the bleak Sierra peaks is the latest form of amusement devised by S. H. Page, of the Union Gas Engine Company, San Francisco. With C. J. Belden he made the run to Reno in his Packard "38" taking a course which led around the west side of Washoe Lake. It was so easy that on the next morning they started for Truckee and Summit. The first part of the grade from Donner Lake was encouraging but a little farther up a huge drift threatened to engulf them.

"The drift was on one of the short, steep pulls," writes Page. "The chains dug into the snow and we couldn't get enough traction to

carry us over the rise. It was impossible to rush it because of a deep, rocky wash-out just at the foot. A skid would have been disastrous. We gathered lumber which had fallen from the snow sheds above and laid the planks lengthwise over the wash.

"The rise was so steep that the chains couldn't hold on the slippery boards and it was several hours before we made it. On the top of the drift we took the planks from behind and laid them in front. In this way we proceeded over the seventy-five feet of deep snow to dry land. It took us more than three hours to go 125 feet."



## Doubtless a Packard



**A** GERMAN farmer living in Kansas purchased a motor car. A few days later the dealer received a letter which read as follows:

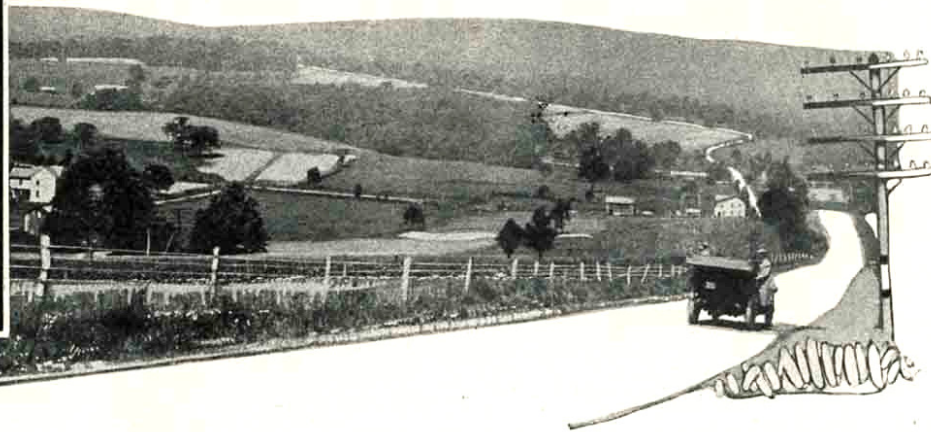
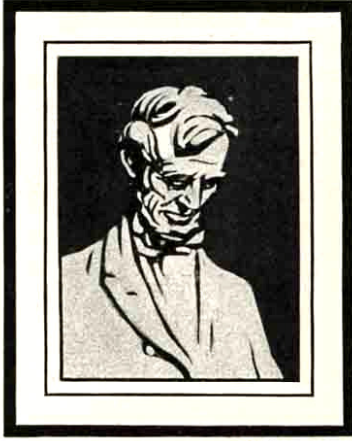
"I like my car fine, only it runs just as fast up hill as it does down. What is the matter?"

*Everybody's Magazine*

**W**H. PRATT, boss of the Packard Post Office, is claimant of a most unusual record. In the two years and ten months of his Packard service he has never been late in getting down to work. Advertising Department will please take notice.

**G**EORGE E. Goddard is our new Carriage Body Engineer. He advances from the position of Standards Engineer which is now filled by George A. Carlisle.

## SIGNS OF THE TIMES ON THE LINCOLN WAY



**T**O Carl G. Fisher, originator of the Lincoln Highway idea, much of the success of the project is due. He gave unstintingly of time and personal effort to see action under way before deciding to become less active.

"The Lincoln Highway is now the best marked continuous highway in the world," he states. "By July 1 it will be possible to drive the route from New York to San Francisco at any time, day or night, and never lose the road. We have substantial assurances from county commissioners, civic bodies and others that the improvements made along the route during 1914 will amount to millions of dollars."

*F*ROM out the common folk there came  
a man

*Courageous with the strength that virtue gives,*

*Determined that the right should rule the day  
And save a nation torn by inward strife.*

*With high resolve he set about the task  
Of striking from the slave the rusty chains,  
Of shedding light upon a chattel land,*

*Of clasping in his rough and honest hand  
The hand that picked the cotton of the world.  
Swift roll the years, yet still there's work  
to do—*

*We tread the road of fifty years ago,  
And yet to lead us on our western course  
We fain would choose the name of him who  
toiled*

*When darkest clouds begirt our fatherland.  
Thus in the Lincoln Highway shall we find  
The brotherhood that touches all mankind.*

—George F. Paul

ready response in all parts of the country. Thousands of motorists have become members of the Lincoln Highway Association by subscribing the sum of five dollars each.

### Historic Terminus for Lincoln Way

**A**N improved road between Newark and Jersey City has been formally opened and dedicated as the "Essex-Hudson Lincoln Highway." Under its new title the road will form the eastern terminus of the transcontinental route.

Established in 1765 by the Colonial Legislature, the road ran from Newark to the public road near the town of Paulus. Ferries were maintained over the Passaic and Hackensack rivers. With the construction of bridges and the laying of a plank surface, it became known as the Newark Plank road. After being conducted for years as a toll road it was taken over fifteen years ago by the two counties.

Since 1909 more than \$1,300,000 has been expended on this highway, including the cost of two new bridges. The grade of the road bed was raised from six to fourteen feet above its normal level and the original width of 26 feet has been increased to 100 feet.

**T**HE city council of Dekalb, Illinois, has voted to change the name of Main Street to "The Lincoln Way." The transcontinental road runs through the business section of the town. East Liverpool, Alliance and Wooster are leading Ohio towns with similar resolutions.

### Fourteen Pennies from the Far North

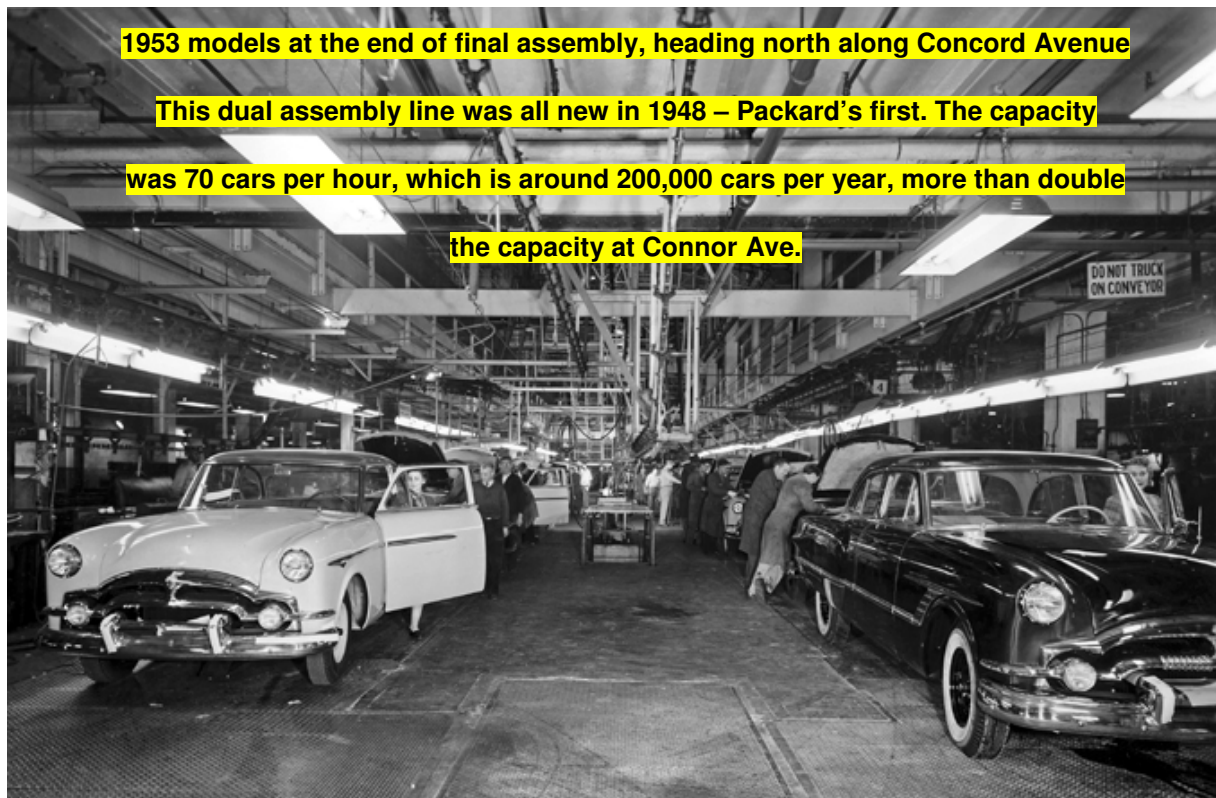
**F**OURTEEN pennies and a bit of tattered script have come from the far north to help build the Lincoln Highway. The coins were the hoarded treasure of a few Eskimo children in Anvik, an Alaskan village. The story of the great emancipator and the highway which bears his name was told by Mrs. Evans, who has made it her calling to teach the standards and traditions of the mother country to the children of the outposts. Eager to do their part, the youngsters turned their combined capital into the general highway fund. The envelope inscribed "Fourteen Pennies for the Lincoln Highway" hangs in a frame at the association headquarters. It is an inspiration, an example and a suggestion.

Approximately \$6,000,000 of the \$10,000,000 necessary to complete the highway has been subscribed. While a portion of the remaining sum will be raised automatically by membership fees, the great bulk of it must come from corporations and private citizens in the form of larger contributions. A patriotic movement of such scope requires the hearty cooperation and sympathy of the nation. Only on such a plane can it measure up to the ideals of those who conceived the memorial and gave their efforts to bring it into reality.

Subscriptions range from the pennies of patriotic youngsters to the \$300,000 of the Goodrich Rubber Company. The membership coupon campaign is meeting with a



Found on the Internet recently is this photo of a 1956 Packard Patrician ambulance! This must be the only such example, unless the maker made more than one. It appears to be a European location. The license plate number is BK 85-32. The vehicle to the right is a 1960 Ford, also an ambulance, of unknown origin. Can anyone help with identification or other information? Notice that the Torsion-Level suspension seems to be taxed by the extra weight. The door tops are custom but it retains the original windshield and, I think, its wheelbase of 127". This may be a transport ambulance rather than an emergency ambulance as the roof lights are minimal. Unfortunately, the name on the door is unreadable. Perhaps the NSA can decipher it.



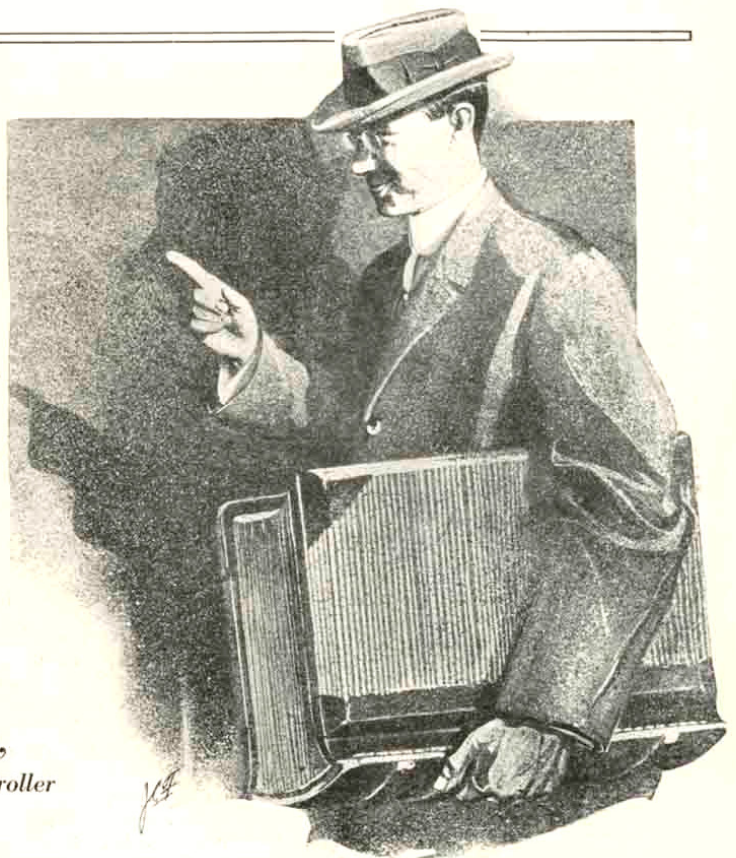
## HAPPY NEW YEAR!

### Robinson's Greeting to the Dealers

**P**REPAREDNESS IS HALF THE BATTLE. TAKE AN INVENTORY OF YOURSELF AS A BUSINESS EXECUTIVE AND FIND WHAT YOU TOTAL.

ALL PACKARD DEALERS SHOULD BE IN A POSITION TO GARNER THE GOOD THINGS WHICH 1914 SEEMS TO HOLD.

*F. R. Robinson,*  
Comptroller



Hi Everyone,

When Dwight Heinmuller asked about publishing a newsletter in January your Board thought, why not. After all, a newsletter keeps us in touch.

Snow flurries blow as I sit here. For most of our Packards in northern climes this is the R&R time. Time to get all those little items that need to be painted, painted, it's when we pull off that steering wheel and send it off to be repaired or restored. That's what *they* say anyway. In the more temperate zones, though, we still have local clubs that plan runs here and there. And that's what we've been doing. We just went to a local museum topped off with a side trip to a local barbeque and ice cream parlor. Funny, how we always seem to wind up eating ice cream.



Well, April is just around the corner and the 4<sup>th</sup> weekend in April will find us in Lancaster County, Pennsylvania. The schedule Dwight has planned differs from past tours we have had there and we are looking forward to a good time. See you there.

Bob Robb, President



# Inner *Packard* Circle



2014 Fall Meet will be in Roanoke, VA  
October 24-26 Hosted by Jim & Kelly Fulghum

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TO: ODPC Members  
FROM: Dwight Heinmuller, Newsletter editor

Greetings:

Please let me know at anytime if you would like to share news, information or photos with other ODPC members. Please contact me via US mail, email or telephone. Four issues a year are normally published; one before and after each event. This year I am adding this extra issue, and may add one or two more at various times. News and photos from members are always welcome.

If any of you have Packard-related experiences, during the time Packard was in business, please consider writing a story for the Newsletter. Stories or articles about your Packard are also always welcome.

Thanks!

(The font on this page, & the Spring Meet flyer, is called Packard. It was made especially for Packard and was widely used in their house organ THE PACKARD, from 1910-1931).

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**These were taken at the Proving Grounds, circa 1936 and 1934, one blustery winter day. From the Carl Altz Collection. Carl was a test driver for Packard from 1926 to 1956, and lived to be 99.**

