



"Ask the Man
Who Owns One."

The OLD DOMINION Packard CLUB

Spring Newsletter

February-March-April 2019

1st Issue

BLACKSBURG, VA

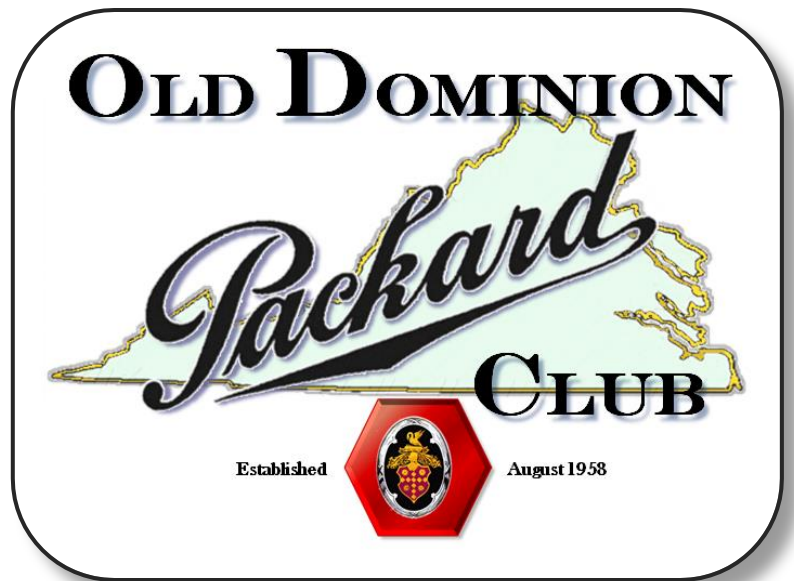


We take to the road to Southern VA,
enjoying the scenery and places we
visit, enjoying driving our Packards,
and enjoying the company of friends.



Our 61st year ...

The Old Dominion Packard Club was founded in 1958 to preserve and enjoy Packard automobiles, as well as the interesting and diverse history of the Packard Motor Car Company. The idea sprang from the mind of Herb Hulvey. Postcards were sent to all known Virginia Packard owners proposing the establishment of a club devoted to the Packard marque, since it was clear that Packards would no longer be built.



The Old Dominion Packard Club is independent and not affiliated with any other organization. The Club holds two functions each year — a Spring Tour held during the fourth weekend of April and a Fall Tour during the fourth weekend of October. Cars are judged every other year during the Fall Tour. Dues for the Old Dominion Packard Club are \$20 annually.

Our website is: olddominionpackardclub.org

Old Dominion Packard Club Officers

Richard Obenschain	President	obenschain@comcast.net
Robert Adams	Vice President	robert_adams@med.unc.edu
Craig Coulombe	Treasurer	coulombe@cox.net
Steve Shirey	Secretary & Registered Agent	mdova2007@gmail.com
Lynn Rogerson Shirey	Membership	lrogerson@asiexhibitions.org
Bob Woolfitt	ODPC Webmaster	rwoolfitt@cox.net
Craig Coulombe	Newsletter Editor & Projects	

District Representatives

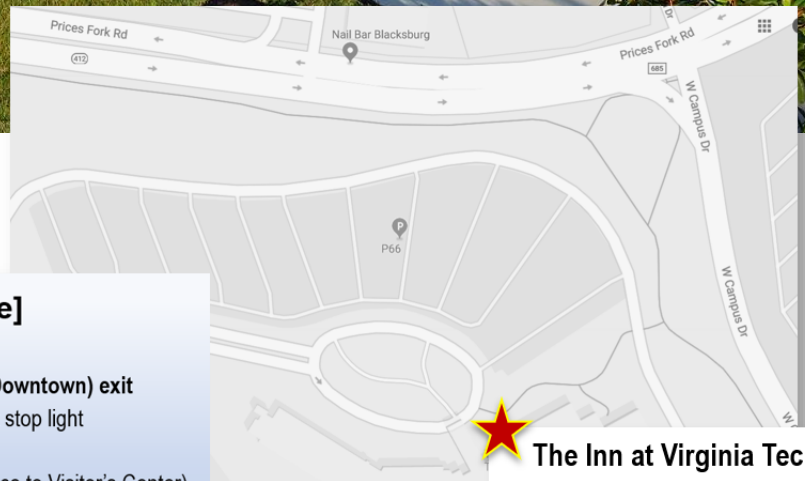
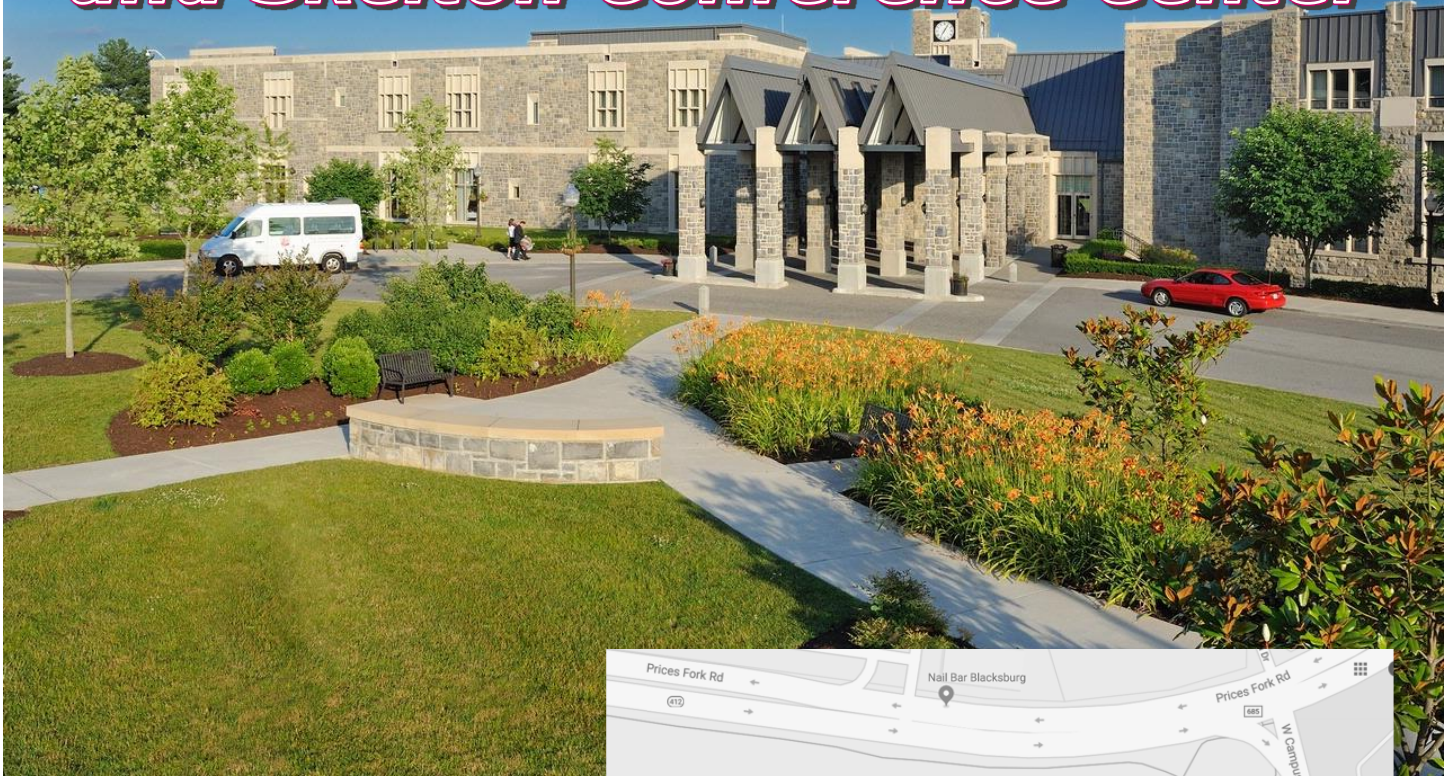
Glenn Koogler	Western & Southwestern Virginia	Bob Woolfitt	Southeastern Virginia
Blair Hildebrand	South of Virginia	Lynn Rogerson Shirey	No. Virginia & Maryland
Jon Hatfield	Central Virginia	Andrew Rosen	Pennsylvania

Upcoming Events

June 1	Fredericksburg, VA	62 nd Annual HFR AACA Car Show
June 16	Chantilly, VA	46 th Annual Sully Car Show
July 21-27	West Lafayette, IN	54 th PAC National Meet
October 10-13	Hershey, PA	AACA Eastern Division National Fall Meet
October 23-27	Gettysburg, PA	ODPC Fall Tour

ODPC Spring Tour, Blacksburg, Virginia

The Inn at Virginia Tech and Skelton Conference Center



Directions to the Inn

From points north & east via I-81 [Roanoke]

- Take **Interstate 81 South** to **US-460 West (exit 118B)**
- Follow **US-460 West** for 9 miles to the **first Prices Fork Road (Downtown) exit**
- Merge onto **Prices Fork Road** and follow for 0.7 miles to the first stop light
- Turn right into hotel entrance
- Hotel will be straight ahead approximately 300 yards (past entrance to Visitor's Center)

From points South & West via I-81

- Take **Interstate 81 North** to **US-460 West (exit 118B)**
- Follow **US-460 West** for 9 miles to the **first Prices Fork Road (Downtown) exit**
- Merge onto **Prices Fork Road** and follow for 0.7 miles to the first stop light
- Turn right into hotel entrance

From points West via US-460

- Follow **US-460 East** to **Prices Fork Road exit**
- Turn left on to **Prices Fork Road** and follow for 0.7 miles to the first stop light
- Turn right into hotel entrance

**The Inn at Virginia Tech
and Skelton Conference Center**
901 Prices Fork Road
Blacksburg, VA 24060



Wednesday, April 24

After arriving in Blacksburg and checking into the Inn at Virginia Tech, we will meet for a cocktail party at the Inn from 6 to 11 p.m.

Thursday, April 25

After breakfast, we take a bus tour of the Virginia Tech campus Morning: Tour of Virginia Tech Campus, including the P. Buckley Moss Gallery in Blacksburg.



P. Buckley Moss at her Blacksburg Gallery



After the tour we will have lunch at the Inn at Virginia Tech.

After lunch, we drive to Elliston, VA and tour the Fotheringay House



State's oldest metal bridge in Elliston

Tomb of George Hancock, owner of Fotheringay. He is said to be interred either sitting up or standing.



We will have a reception at 6 p.m. at Inn at Virginia Tech.

Friday, April 26

After breakfast we drive to Radford, VA and visit the Glencoe & North Fom Folk Museum (below left) www.glencoe-museum.com.



Then we visit the Mary Draper Ingles Monument (right) in Boone County.

Mary Draper Ingles (1732-1815) was captured by Shawnee Indians during the French & Indian War in 1755. She escaped in Ohio and made her way back home to Virginia over a 2-month in a trek of 500 to 600 miles.



We have lunch at the Pete Dye River Club Grounds (right) overlooking the New River (www.petedyerivercourse.com). We drive back to Inn at Virginia Tech and have dinner on our own. Our suggestions is Preston's Restaurant or The Farmhouse (www.thefarmhousechristiansburg.com).



Saturday, April 27



Parkway Bar & Grill

After breakfast we drive to Floyd, VA. We have the choices of lunch at the Floyd Country Store, the Parkway Grill, or the Pine Tavern Restaurant (www.thepintetavern.com).



Floyd Country Store



Our closing banquet will be held at the Inn at Virginia Tech Saturday evening.

Henry B. Joy and the Selden Patent Scheme, Part I

WHO INVENTED THE AUTOMOBILE?



OBVIOUSLY, THERE IS NO ONE PERSON WHO “INVENTED” THE AUTOMOBILE — the automobile as we know it evolved from an 18th century steam wagon. But one man filed a patent in 1879 claiming that he had invented the idea of the automobile, and in 1895, was awarded a patent. This would go on to wreak havoc in the early years of the automotive industry.

In 1860, Jean Joseph Etienne Lenoir built one of the first stationary internal combustion engines, which inspired Nicholas Otto’s atmospheric internal combustion engine. With Eugen Langen, Otto founded a company that produced internal combustion engines in 1864. Otto’s engine was improved upon by the company’s technical director, Gottlieb Daimler, and Wilhelm Maybach, head of engine design. Otto succeeded in creating the compressed charge internal combustion engine on May 9, 1876, which was the first four-cycle engine. Otto lost his German patent on the four-cycle engine in 1886, when Langen was unable to show that the Otto engine was different from the design invented by Frenchman Alphonse Eugene Beau de Rochas in 1861.

By the 1870s, internal combustion engines were well known in the United States. George Baldwin Selden, a Rochester, NY, patent lawyer, succeeded in reducing the size of a George Brayton single-cylinder engine with an enclosed crankshaft. He applied for a patent not only for the engine, but also for its application on a four-wheeled car on May 8, 1879, about six years before the Benz Patent-Motorwagen ("patent motorcar") was built in 1885. Although Selden had never actually built a working automobile, he kept filing a series of amendments to his original filing that stretched the process for 16 years until he was granted a patent on November 5, 1895. By this time numerous internal combustion engine powered automobiles had been built and were being sold, including the Duryea, the first U.S. automobile company.



Knowing that he had a credible patent claim on the automobile, which was losing money. Whitney used the Selden patent to demand a royalty of \$15 per car the Selden patent to demand the Selden patent to demand a


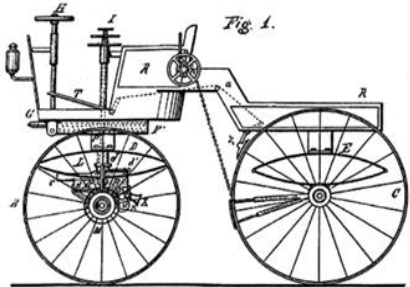
2 Sheets—Sheet 1.

G. B. SELDEN.
ROAD ENGINE.
No. 549,160. Patented Nov. 5, 1895.


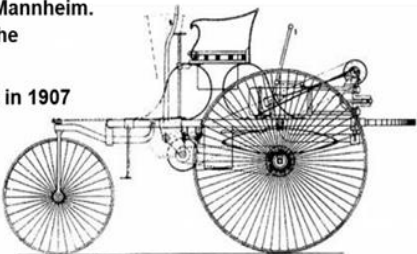
A Tale of Two Cars ... One that worked, and one that didn't

To the left is the 1895 George Selden “Road Engine.” This is the design he submitted in 1877. This illustration to the right is of the 1885 Benz Patent-Motorwagen application by Karl Benz. Unlike Selden’s plan, Karl Benz had every intention of building his machine, rather than using his patent to acquire royalties. His tricycle was the first production car. In August 1888, Bertha Benz drove 65 miles from Mannheim to Pforzheim with her two sons in the Patent Motor Car built by her husband Carl Benz. A few days later, she returned to Mannheim. This first long-distance trip in the history of the automobile was a pioneering undertaking.

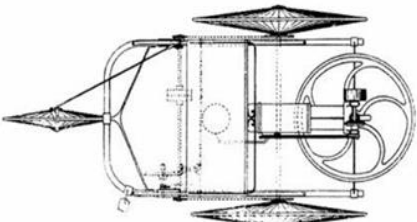
The Selden Road Engine was eventually built in 1907 proved to be a total failure when it could not even drive for a mile.



George Selden at the wheel of the Road Engine.



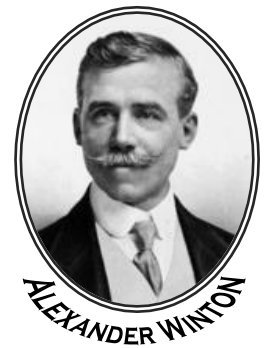
The Benz Patent-Motorwagen running in a 21st century driving trial.



royalty of \$15 per car with a minimum annual payment of \$5,000.

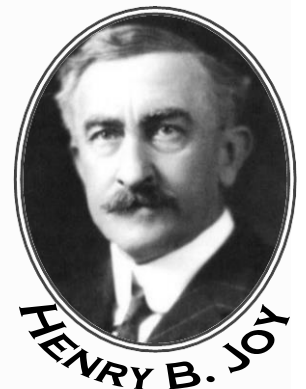
Whitney and Selden then worked together to collect royalties from other budding automobile manufacturers. He was initially successful, negotiating a .75% royalty on all cars. Most early manufacturers were willing to pay the royalties rather than risk a lawsuit from EVC.

Whitney and Selden set their sights on Alexander Winton, the owner of the largest automobile company in America in 1900 in a lawsuit alleging patent infringement. Winton's lawyers replied with the argument that the patent should be summarily dismissed because the Selden car was no invention at all; the substitution of a gas engine for the steam ones that inventors had been mounting on their road vehicles for nearly a century was nothing more than common sense.



U.S. District Court for the Northern District of New York Judge Alfred C. Coxe disagreed: "The patentee's contributions to the art should not be considered from a narrow point of view," said Coxe in an impressively eloquent ruling issued that November, "his work should not be examined through an inverted telescope; the horizon of invention should not be contracted to the periphery of a sixpence." Selden "must be regarded as the first to construct a road-locomotive provided with a liquid hydrocarbon gas-engine of the compression type."

The cost of this legal battle cost Winton dearly. He incurred such high legal fees that he turned for help from other independent automobile makers who formed a group called the Manufacturers Mutual Association (MMA) to breathe new life into Winton's legal defense. This association was founded in 1902 by Frederic L. Smith, who wrested control of the Olds Motor Works Company from Ransom E. Olds, and Henry B. Joy. MMA successfully negotiated with EVC to reduce the royalty fees and for the legal and license rights to the Selden patent to be controlled by MMA under the threat of increasing the Winton's legal fund.



Joy had come to Warren, Ohio, in July 1902 to examine the then Ohio Automobile Co.'s new Model G, which was already bought by William Rockefeller of New York. Joy was impressed! On Oct. 13, 1902, Ohio Automobile Co. officially changed its name to the Packard Motor Car Co. Also in October, Joy, who had numerous acquaintances with very deep pockets, arranged for the refinancing of the new company, investing \$25,000 of his own money into the corporation.

In March 1903, Joy and Smith, along with several manufacturers, formed the Association of Licensed Automobile Manufacturers (ALAM) to enforce the collection of royalty payments. Founding members included Winton, Packard, Olds, Haynes-Apperson, George N. Pierce Co. (Pierce-Arrow), Locomobile, Peerless, Cadillac Automobile Co., and Pope Motor Car Co. The Selden patent became legitimate without its validity being determined.



Joy and Smith wanted to use the Selden patent to influence the price and volume of automobile production by restricting the number of ALAM licenses granted. Initially they were fairly successful — ALAM gained control over the entire automobile industry for a relatively low cost. The group negotiated a 1.25 percent royalty on every car produced, along with a \$2,500 membership fee.

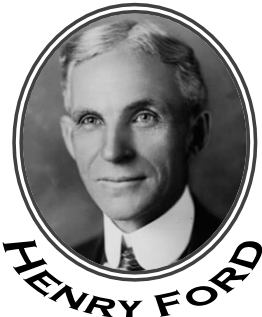
Joy and Selden declared that only gasoline-powered vehicle manufacturers who obtained a Selden license and paid royalties could legally produce automobiles. All others, including car dealers and customers, could be subject to a lawsuit by ALAM.

The whole point of ALAM was to maintain the exclusivity and high price of the automobile, which was fine for makers since as Packard, Pierce-Arrow, and Locomobile. Frederic Smith and Henry Joy had been born into wealth and privilege, and as far as they were concerned, that was where the future of the automobile should remain.

By 1907, ALAM had grown to 32 manufacturers (including Buick and Studebaker), which represented 80 percent of American auto production. Despite this apparent triumph of the Selden patent (and, moreover, ALAM), there was a storm on the horizon named Henry Ford.

Ford had initially tried to gain a Selden license, but Joy and Smith denied him membership, calling his enterprise a “fly-by-night” operation. In fact, Henry Joy was inflexible about admitting Ford to ALAM and threatened to pull Packard from ALAM unless the combine took legal action against Ford. (My research did not explain Joy’s animosity toward Henry Ford.)

Smith claimed that Ford, like many other unlicensed car companies, were not manufacturers at all; but rather “assemblage” firms that used parts made by others to build their models. (A disingenuous claim, since all auto companies use parts made by others!) On Oct. 22, 1903, Selden and Electric Vehicle Co. sued Ford for patent infringement.



In June 1903, John Anderson, an investor in Ford’s firm, arranged a luncheon meeting between Ford, Smith, Anderson, and Ford company secretary James Couzens. After Smith explained the Selden patent and ALAM’s intention to sue unlicensed companies, Couzens exploded: “Selden can take his patent and go to hell with it!”

Smith responded by calling Ford, Couzens, and Anderson “foolish:” “The Selden crowd can put you out of business and will.”

Ford stood up, pointed at Smith and said, “Let them try it.”

And ALAM did.



David Gray at the wheel with Henry Ford in a 1906 Ford Model N

Sources: *Automotive News*, Donna Harris, June 16, 2003; *Wikipedia: History of Internal Combustion Engines and Association of Licensed Automobile Manufacturers*; “The Imperative of Automobiles,” from “A Nation of Steel: The Making of Modern America, 1865-1925” By Thomas J. Misa; “The Father of All Patent Trolls,” from *Forbes*, July 20, 2013; “Monopoly on Wheels: Henry Ford and the Selden Automobile Patent” By William Greenleaf (1961); “Car Crazy” by G. Wayne Miler (2015)

(This article will continue in the ODPC Summer Newsletter)

OLD DOMINION PACKARD CLUB OLD DOMINION PACKARD CLUB

2019 Spring Tour Registration Form

Blacksburg, Virginia

April 24 to 27, 2019

Name: _____ Spouse: _____
Guest[s]: _____
Address: _____ City: _____ State: _____ Zip: _____
Home Phone: _____ Cell Phone: _____ E-mail: _____
Car: _____ Year: _____ Model: _____ Body Style: _____

Item Description	No.	@ \$ each	Total:
Registration Fee, Car, Driver & Spouse or One Guest	_____	@ \$35.00	\$ _____
Registration Fee for Additional Guest	_____	@ \$6.00	\$ _____

Wednesday, April 24, 2019

Check in at the Virginia Tech Inn, Blacksburg, Virginia

Informal Cocktail Party, Cascade Room, 6 to 11 p.m. _____ @ No charge

Thursday, April 25, 2019

Complimentary breakfast, Virginia Tech Inn

Bus tour of Virginia Tech campus _____ @ \$18.00 \$ _____

Visit P. Buckley Moss Gallery

Lunch at Virginia Tech Inn, noon, (individual charges)

Order from the menu

Assemble at 1 p.m. for drive to Farthingay, Elliston, VA

Return to Virginia Tech Inn at 2:30 p.m. Dinner at Inn

Order from the menu

Friday, April 26, 2019

Complimentary breakfast, Virginia Tech Inn

9 a.m. Drive to Radford, VA

See Mary Draper Ingless Story (Woman captured by Indians and walked hundreds of miles to return home)

Noon lunch at Pete Dye River Course

Order from the menu

Saturday, April 27, 2019

Packard Day, Floyd, VA

Lunch on own

Closing Banquet

Choice of: Salmon: _____ Chicken: _____ Sirloin: _____ @ \$60.00 \$ _____

TOTAL DUE NO LATER THAN APRIL 1, 2018

TOTAL: \$ _____



Make registration check payable to **Old Dominion Packard Club**

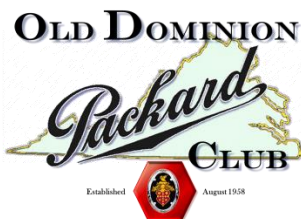


Mail with this form to **Gunther Hoyt** / 124 Kirk Avenue, SW, Apt B, Roanoke, VA 24011 / hghoyt@gmail.com / 540-230-4546

Make your hotel reservations directly with **The Inn at Virginia Tech**. Call 877-200-3360 and ask for the Old Dominion Packard Club rate: \$165

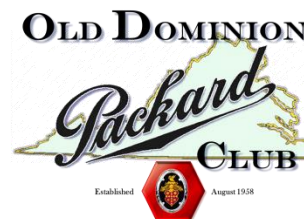
CUT OFF FOR HOTEL RESERVATION IS MARCH 20, 2019

Please bring your name tag and something for the Hospitality Room



Old Dominion Packard Club

"Ask The Man Who Owns One"



2019 Membership Registration/Renewal

Name: _____ Spouse: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ - - Cell: _____ - - Work: _____ - -

E-mail _____

Packard(s) Owned – (For Membership Directory) – Packard ownership not required for membership

Year: _____ Model: _____ Body #: _____ Model #: _____

Year: _____ Model: _____ Body #: _____ Model #: _____

Year: _____ Model: _____ Body #: _____ Model #: _____

Year: _____ Model: _____ Body #: _____ Model #: _____

Annual Dues: _____ (Dues are for calendar year and include spouses) _____ \$20.00

Name Badge with Packard crest Number of badges: _____ Price for each badge: \$9.00 \$ _____

For: _____ (Please list as name should appear)

For: _____

For: _____

Sub-Total: \$ _____

Cloisonné Bumper Badge \$60.00 Number requested: _____ Total: \$ _____

Shipping _____ \$5.00 X [] \$ _____

Total Enclosed: \$ _____

Please made check payable to: Old Dominion Packard Club

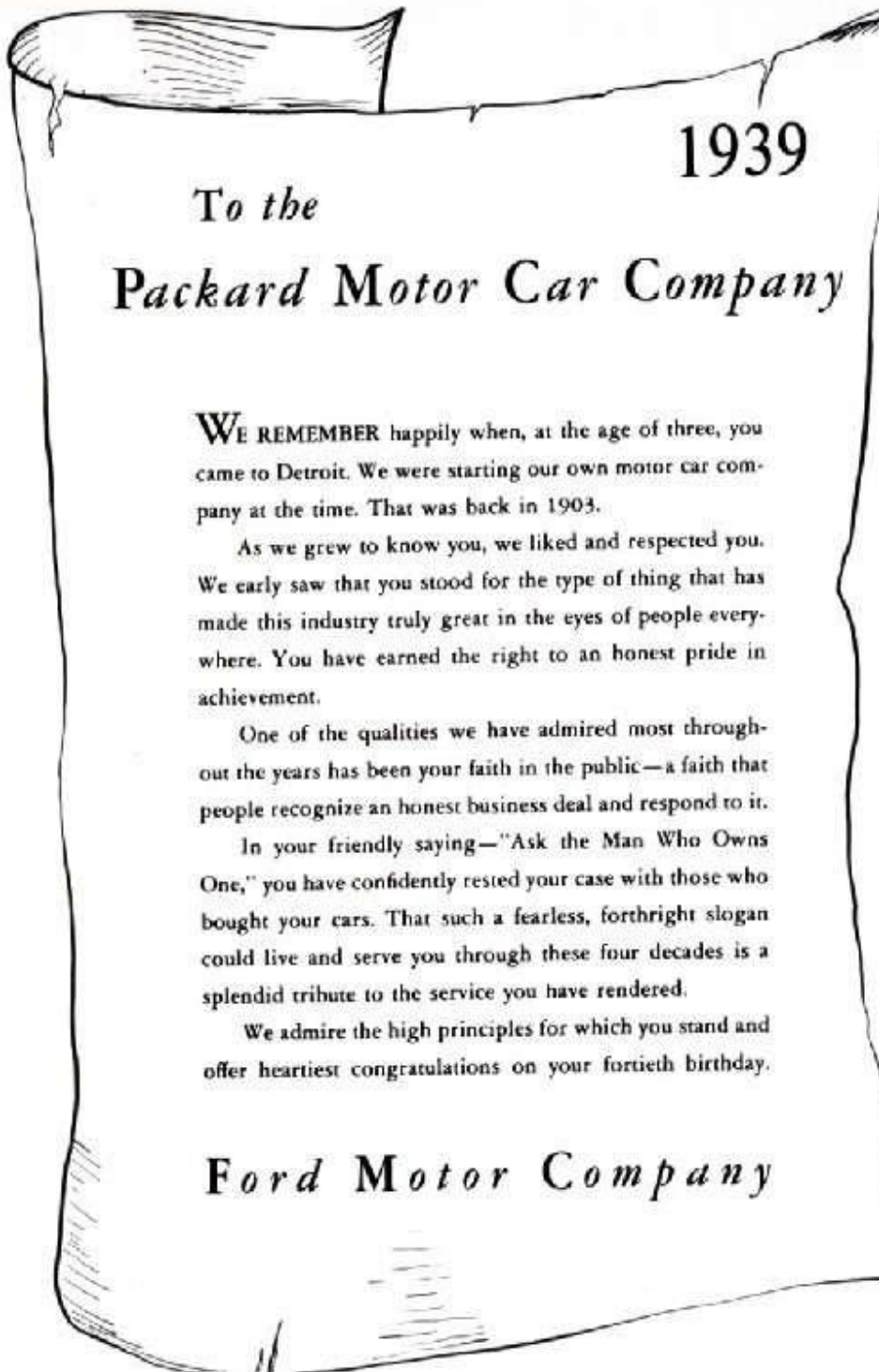
Mail application and check to: Craig Coulombe
3148 Borge Street
Oakton, VA 22124

The Old Dominion Packard Club holds two overnight events per year — Spring Tour on the fourth weekend in April and Fall Meet & judging held on the fourth weekend in October. Meet locations vary. Our ODPC Newsletter is published quarterly and contains information on club activities. Please join us!

Old Dominion Packard Club Newsletter

First Issue 2018

3148 Borge St., Oakton, VA 22124



[This] ad was run in 1939 on Packard's 40th anniversary ... It was run in the Packard Cormorant many years ago. It is one of the most gracious things I've ever read. Henry and Edsel obviously had a profound respect for Packard. You will remember that when Henry Ford went on his "camping" trips with [Thomas] Edison, [Harvey] Firestone and [John] Burroughs in the 1910s and 1920s he used a Twin Six fitted out as a camper.



The legend in Packard circles in Detroit that there were frantic phone calls the night of Henry Ford's death to find a Packard hearse. There is a famous picture printed on the cover of the CCCA Bulletin printed 2 or 3 years back of the Packard hearse, followed by Eleanor Ford's Lincoln in front of the GM administration building during the funeral procession.

[John Harley](#)

Packard Information / [PackardInfo.com](#)

March 3, 2010