

# Packard Power

The Official Publication of Ark-La-Tex Packards

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## 2010 Officers

President: Nelson Bates  
Vice President: Russell Chandler  
Secretary: Terry McKnight  
Webmaster: Todd Bates  
Treasurer: Gene Brewer  
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Newsletter Ass't.: Norma Bates  
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Assistant Photographers:  
Terry McKnight & Tobi Chandler  
Activities: Billy Vaticalos  
Director at Large: Wendell Hawkins  
Immediate Past President: David Stewart  
Director Emeritus: Wendall Spreadbury

## JULY MEETING

The regularly-scheduled meeting was held on Saturday, the 24th of July at noon with Russell Chandler, Vice President, presiding in the absence of President Bates, who was attending the PAC National Meet in Gettysburg. Also in Gettysburg were Johnny and Eric Toce, as well as David Flack. If there were other members of Ark-La-Tex Packards at the national meet, I am unaware of their attendance.

Members attending this meeting were: Norma Bates, Todd Bates, Gene Brewer, Tobi and Russell Chandler, Cleburne McAllister, Melanie and Terry McKnight, Melba Pliler, Phyllis and Jim Taunton; David Temple, Wendall Spreadbury, and Billy Vaticalos.

All contact info is in the current directory.



Who knew the Blues Brothers were in town and attending the Ark-La-Tex Packard meeting?

**Meeting of the Ark-la-Tex Packards Club at Gregg County Historic Museum on 7-24-2010**

We discussed upcoming /possible events:

**August 27<sup>th</sup>** Pool Party at the Villyard's home, Longview Texas – Dinner at 6:30 PM then Swim time from 7 PM until 10PM. Hamburgers, Ice cream and cake will be served. Bring your swim suits. **Please call Gene Villyard (903-758-3353) by August 20<sup>th</sup> if you plan to attend – we hope you will!**

**August 28th** **90th birthday party for Wendell Hawkins at Johnny Cace's at 7PM After dinner, we will go to the Vaticalos-McAllister house for birthday cake and coffee. Please call Phyllis (903-553-9425) no later than August 21st to indicate if you will attend, It would be great to have a large turnout for this special celebration.**

**September 25** meet at Nelson and Norma Bates home. NOON

**October 2th** Touch-A-Truck Fund raiser for Longview Community Ministries. Contact Terry McKnight for details. You can also go to info.longviewcommunityministries.org or call 903-753-0515 for more info. It is all about feeding the hungry.

**October 9th** Fire Ant Festival in Marshall, Texas cost \$10.00. Call Norma (903-759-1606) for details

**October 15<sup>th</sup> and 16<sup>th</sup>** North Texas Region CCA Car Show in Waxahachie More information will be provided at the August meeting/Pool Party.

**October 23<sup>rd</sup>** Regular Club Meeting at Gregg County Historical Museum – Longview – NOON

**November 13th** Gilmer Air Show -There will be a static air show with no flying airplanes. There will be four bands performing different types of music. We will bring our cars. Email Russell Chandler for more information.

**December** – Christmas Party – date, time and location to be announced

Other suggestions:

A tech session at Russell Chandler and Nelson Bates shop areas was considered.

Spring A tour on the Grey Ghost on Caddo Lake and to eat at a nice restaurant there.

Another tour in Lafayette, Louisiana with Johnny and EricToce next spring is possible. (I personally recommend this one. The one this year was a blast! You got to see Eric's shop. TM)\

An Article written by David Temple in September issue of Hemming;s Classic Car about the Buick Landau that appeared at GM's 1954 Motorama ---- you might want to read.

**Editor's Note: There's also a wonderful article on a 1949 Packard Custom Eight in this same issue – both articles certainly justify going out and buying this magazine if you don't subscribe.**

**Submitted by Terry McKnight on Sunday, August 1<sup>st</sup>.**

More photos from July 24<sup>th</sup> meeting – thanks to Todd Bates for using a borrowed camera from Terry McKnight to get these good photos, including the ones of the “Blues Brothers” .



The McKnight Packard



Jim, Wendall, Billy, Cleburne, Tobi, Melanie, Melba



Tobi, Melanie, Melba, Gene, Norma, Russell, Todd



David, Jim, Phyllis Wendall\_\_\_\_\_



**GOOD SHOW, BILL!!!**

One of our members, Bill Shipp of Shreveport, who has an appreciation for classic cars from all manufacturers, deserves our congratulations. This beautiful 1960 Cadillac El Dorado recently won a First Place in the National Cadillac Grand National Meet in Kansas City. Love the Caddy, Bill – bring it to Longview sometime!



Fall outing in the Flackmobile – thanks to the anonymous photographer for furnishing these!



Nelson, if you want to go undercover, you need a better disguise – a ski mask would help!!!



The real power behind the throne!!!

Following is an account of the Bates-Flack expedition to points north of the Mason-Dixon line on a quest for the “Holy Grail of Packardland” as submitted by David Flack. Sincere thanks to David for sharing some of their experiences and photos.

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Dear Phyllis – You may know that when I come to Longview to hang out with Nelson and the gang for the day I refer to it as a Packard Play Date. Well, lemme tell you, I am back from the Biggest and Best Packard Play Date of the year. Here’s the speedreader’s version...After assuring Norma that Nelson would be returned in good order, travel plans were made to go to the PAC National meet in Gettysburg, “and a few other stops.”

Thanks to the fair fare offers from American Airlines, departure was scheduled for Tuesday at zero five thirty in the A.M. Therefore, Nelson arrived Monday evening for dinner and a partial night’s sleep. Somehow, we successfully boarded the flight prior to having any coffee. Nelson and I flew into Syracuse, NY where our Packard friends Bob and Ray Wotkowski picked us up, and we proceeded to my hometown of Utica, NY where we rendezvoused with my another of my Packard friends to see his collection of antique cars. I had not prepared any of the guys for exactly what was behind “door #1”, so you can only imagine their amazement to find a building full of Packards resting peacefully among a few other assorted makes. But mostly Packards.

And that was not the end of it. Just when Nelson thought he had seen enough, we then proceeded to another building where additional cars are stored. At this building, I was greeted by my friend Rollson, a 39 town car that I have known my whole life. After considering all the cars we had seen, Ray fell in lust with a orphaned Volvo, Bob with a 53 Patrician Limo, and Nelson, true to his heart, with a forlorn 40-110 coupe with no rear axle. Nelson was heard muttering something to the effect of, “but she has such a good body...” Love is a many splendored thing indeed. I just loved being there spending quality time with the gang. My mission was to inspect a 37-120 sedan that Louis may sacrifice as a parts car for another 37-120 project, currently with Chad in Longview, a certain convertible sedan known as Beverly. We had a nice dinner at an Italian restaurant where locally made beer was the order of the day. The next morning, after some much needed rest, we went back to the first building as I had some unfinished business to take care of there. Afterwards, we met Louis for good relaxing lunch, then back to “the building”. Time really got away from me and before the clock struck anything, Louis was wondering where we were. We had planned to get back to the other building, but needed to say a personal farewell to Louis before leaving for Gettysburg. We burned a few minutes showing the guys the restored train station and caught a real milkshake at Voss’s (a local hot dog and ice cream stand) before catching Louis on his way out the door enroute to a late afternoon appointment. On our way out of Utica, we passed a few points of interest in the old neighborhood, including my boyhood home. We did not see everything I wanted to share about Utica, so hopefully Louis will allow a return visit in the future.

Gettysburg report, Thursday, Show Day – at least 200 cars, full sun, very hot day. Thankfully the forum was on grass/shade. Did I mention it was hot? Here we met up with Eric and Johnny Toce who had driven into the Washington DC area a few days earlier. (Important note: they drove in their Ford Expedition, more on that later...) We looked at ALL the cars (Johnny’s pick was a RED Darrin) and talked with all sorts of PAC friends until about lunchtime. We lunched nearby in an Air-Conditioned tavern. We then made a final circle of the cars on the way back to our vehicles. Ray split off from us and headed home, while Bob, Nelson and I went back to the host hotel in search of souvenir T-shirts. In one conference room the typical 6 vendors had shiny parts on tables. Nothing special at all, though Nelson bought a pair of wiper arms and I bought a steering wheel from Marvin King and Joel Ray. You didn’t think we’d come home empty-handed, did you? We did the parking lot re-show walkaround and then headed off to Bob’s. Well, not directly. Warren Bates requested we make a site visit to a “nearby” restoration shop where “The Black Mariah” was found on 4 jackstands awaiting Nelson’s inspection. The Black Mariah is an early 1940 160 Convertible sedan that has required innumerable phone calls, faxes, and on-site visits by Warren Bates over the last few years. It is a very early car with a few oddities to resolve. Warren has consulted with the owner and restorer for the last few years on it, and Nelson had never seen the car in person, so a worthwhile detour. Detour? Let’s just say that by about 9:30pm I’m not sure which was a more welcome sight, the golden arches, or a gas station. Oh yeah, just go the next stop sign and turn left.....

Friday morning, after traveling to breakfast in Bob's 53-400, we went to the Smithsonian Air/Space Museum, in particular for Nelson to see The Enola Gay. Despite traffic and casual plans, Eric and Johnny arrived at EXACTLY the same time we did. Free admission to our nation's proud display. \$15 to park. NO shade, either. The Enola Gay passed Nelson's inspection, along with so much else to see. Personally, I just about saluted the SR-71 that is aimed directly at the entrance area. Massively impressive. Yes, of course we looked at the Packard built Merlin engine and the Liberty V-12 aero engine....

We then proceeded with Eric (having been kidnapped and held for ransom) to "Gonzo's Warehouse" and picked up 3 Packard interiors that arrived (finally) from Chile. The interiors had arrived aboard the Chilean naval vessel The Esmeralda at the port of Corpus Christi a few weeks earlier and missed the boat errr.....truck, to Longview. These seats required rescuing if they were to make it back to Texas. Would you trust a guy named Gonzo with your Packard seats?? Luckily, our handsome and generous friend Eric (with his lovely and mostly empty Ford Expedition) agreed to offer transport for the seats back to Texas (eventually) in exchange for being returned to Johnny unharmed. Obviously a long story there. I'll write it when they finally are reunited with my car after 4 years.

Saturday, Nelson, Bob and I worked on Admiral Nimitz's 1940-160 Limo, installing a new fuel pump and carburetor. Easy task in theory, but we worked on it most of the (103 degree) day. Did I mention it was hot? Record temperatures. Actually it was more like Nelson working on the car with two hands, I was holding the cellphone with Warren Bates on the other end up to Nelson's ear with one hand and holding a flashlight or tool in the other, while Bob was manning the ignition and throttle. Sunday was a little more of the same, still trying to get the 40 to run right, but the heat was really bearing down. Nothing like adjusting a carburetor atop a slightly hot exhaust manifold on a 100 degree day. Only minor burns inflicted. We would have died if Bob did not have an industrial assortment of fans. Thank you, Bob. We then packed for our departure back to Dallas. On the way to the airport we got caught in a severe thunderstorm, our flight only delayed by about 30 minutes. Arrived in Dallas Sunday night and Ember had the beer in the fridge and the beer glasses ready in the freezer. Nelson headed back to Longview Monday morning. As for Bob, his power was out when he got back to his house. Bob did not get power restored until late Thursday afternoon. Really.

7 Days and 7 nights, Thousands of miles, Hundreds of Packards, Hundreds of blazing sun degrees, dozens of friends, 2 golden arches and Nelson brings back a couple T-shirts and a pair of wipers. Would we do it again? Just ask Nelson.

Respectfully submitted,  
The Flackmaster, Chief Packard Travel Guide.



Nelson's new love – is he predictable, or what?



What a contrast! 1937 Iridium Grey Packard Show Car



Nelson taking notes on another 1940 160 Conv. Sedan



He's observing details of a Centennial Blue 1940 120 Sedan



Bob's 1953 400 named "Jezebel"



Check out this perfect original interior



Adm. Nimitz/s 1940 160 Limo



Bob and Nelson optimistically discussing the service plan. and then, things got ugly.....

Kudos to David Flack for the wonderful photos and colorful account of the Gettysburg/Washington/New York trip!



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