

Packard Power

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2009 Officers

President: Nelson Bates
Vice President: Russell Chandler
Secretary/Webmaster: Terry McKnight
Treasurer: Gene Brewer
Newsletter Editor/Membership: Phyllis Taunton
Newsletter Ass't.: Norma Bates
Photographer: John Bazzell
Assistant Photographers:
Terry McKnight & Tobi Chandler
Director at Large: Wendell Hawkins
Immediate Past President: David Stewart
Director Emeritus: Wendall Spreadbury

All contact information for the officers can be found
In your current directory



Finally, a photo of David with his pride and joy!

BATES BITS....

There are three prewar Packards being restored in East Texas and they all belong to Packard Club members. We also fired off a postwar Packard, and it is running, but there is a lot of work ahead. We need to schedule another work day with Russell while he conducts Packard School and we help him restore it. The Villyards are driving their '37 again after lots of things were corrected that needed to be done. The Myers, I think, are still in Colorado. It was great meeting Eric and Johnny Toce, who are new members. Club members have been trying to help them find parts for their '36 120. Terry is living the Packard experience by driving his Packard automobile to school. David Flack and I are putting a Care Package together for Packards of Australia. They are a wonderful group of people and fun to help. Hope to see you at our house at our next meeting September 26 at 11:00. A note of thanks goes out to Billy for supplying the 1955 Packard that was sold through Wendell Hawkins' dealership at last month's meeting at Chuck Conrad's. Looking forward to seeing everyone the 26th!

Nelson

Note: Tour- waiting on answer, Wendall Spreadbury has called and looking to hear from Lone Star Packards, Still working on plans for Christmas Party.

What if you have a party and the guest of honor doesn't show? That was the unfortunate case at our last meeting! Wendell Hawkins was to celebrate his 89th birthday amidst many of his fellow Packard lovers but somehow or another, his health didn't want to cooperate. Instead of sharing the camaraderie and cheer that was in abundance, our dear friend was confined to the Emergency Room at Good Shepherd Hospital and later, he was transferred to a spacious room where he endured the ministrations of a very attentive staff. We all know if Wendell could have been with us, he would have because he loves nothing better than a good party. And a very good party it was! Chuck's hospitality is always of the highest order and good food was in abundance with homemade ice cream in three different flavors, a big platter of cookies, a beautiful watermelon boat, cheese and veggie tray and a generous selection of soft drinks. Thanks to Gene Villyard, Melanie McKnight, Jean Van Os, Norma Bates, Peggy Stewart and Phyllis Taunton for providing refreshments. Of course, a big "thanks" is due Chuck Conrad for always being so generous with his fine facility. Also, many thanks to David Temple for so graciously permitting Nelson to copy a collection of his photos and articles relating to Wendell's years as a Packard Dealer in Houston, which happen to be available to our members for a generous donation to the club. Contact Nelson if you are interested in obtaining a set of these photos. I guess we'll just need to plan another party to celebrate Wendell's 90th birthday next year!

Our thanks to David Temple for submitting the following photos of a couple our club members' cars at the August Cruise Night in Marshall.



I believe several of our members are planning to attend the September Cruise In if weather permits. This newsletter is being prepared on the afternoon of the scheduled event and the rain is steadily pouring. If anyone attends, I'm sure there will be photos submitted which will be shared.

A REMINDER!!!

Meeting Dates: September 26th – 11 a.m. – The Bates' home – 2601 Northridge Drive – Longview
 October 24th – noon – Gregg County Historical Museum – Downtown Longview
 November – Dates pending confirmation from Wendall Spreadbury
 December – Christmas Party – Date and Location are still pending.

MEMBERSHIP REPORT: It gives me great pleasure to report that Todd Bates has joined our club and he has jumped in with both feet! He got right to work on updating the website – it is just great! Thank you, Todd. If you haven't checked out the website, you can access it at www.Ark-La-Tex Packards.com. Other new members are Johnny and Eric Toce from Lafayette, LA. and Edward, Amy and Lauren Datwyler from Tyler, TX. This brings our total membership to 39!

MINUTES FROM AUGUST MEETING: Chuck Conrad's garage – August 22, 2009

Nelson thanked Mr. Conrad for allowing us to meet at his garage. This meeting / birthday party was for Wendell Hawkins, but Wendell had to go to the emergency room. We were glad to hear Wendell was alright, but the hospital was going to keep him for 24 hours, we later learned. There was a lot of fun and there were many cars to see. We were all concerned about Wendell.

At this meeting was a 1955 Packard sold at Wendell Hawkins's dealership in Houston. There were pictures and copies of Wendell's speech concerning his dealership from an earlier May AACA meeting that could be purchased for a contribution to the club.

Future Meetings/ tours:

September 26, 2009: meet at the Bates home at 11 a.m. to share Todd and Nelson's Australian Packard experience. They will share pictures and food. They will tell us about their travels. Let Norma and Nelson know if you are coming. During this meet we will decide if we meet at Johnnie Cace's or the Summit Club for Christmas.

October 24: meeting at the Gregg County Historical Museum at noon. Lunch will be served.

November: Wendall Spreadbury of Ark-La-Tex Packards and Steve Wonderman of Lone Star Packards will organize a joint tour for us including a tour of historic Nacogdoches and Lufkin. The Lone Star Packards also want to see the Henderson Syrup Festival. We will meet in Nacogdoches on the 12th through the 14th. We might have to travel in Suburbans because of parking issues. This meeting is tentative.

December: Johnnie Cace's or the Summit Club for Christmas Party. Norma will have suggestions at the next meeting.

Other concerns: 3rd or 4th Saturday meetings? We should meet 4 times a year on the first month of the calendar quarter for business meetings according to the by laws/ constitution. Phyllis wanted clarification of this. We have been flexible because events that conflict with the times of the business meetings.

Motion made: To remove mention of date for business meetings from our by-laws.

New members:

Eric and Johnny Toce - They have two 1936 Packards.
Todd Bates

Visitors:

Gary Wallace and Colin Connors, friend of Mr. Hollingsworth.
Mary Lee and Warren Tharpe, Jerald Willard John Cowart
Jim Quinn Dave Johnson

Members Present:

Jim Hollingsworth	Alex McCommas	Gwyn and John Bazzell
Jean and Herman Van Os	Tobi and Russell Chandler	Gene and William Villyard
Jimmy Blackburn	Haden Van Diver	Gene Brewer
Terry and Melanie McKnight	Melba Pliier	David Flack
Johnny and Eric Toce	Ronald Dean	Rosalie and Clifford Bayer
Todd Bates	Norma and Nelson Bates	Chuck Conrad
Phyllis and Jim Taunton	Dan Hall	

This report was submitted Saturday, September 12, 2009 by Terry McKnight.

Thanks to Wendell Hawkins for submitting the following article which was printed in "The Texarkana Gazette" on June 2, 2009. I have always liked Andy Rooney but after reading this column, it is very clear that he's a man to admire ... especially with his good taste in cars.

Auto woes bring back fine memories

My parents never owned a Pontiac, but I was sorry to read a newspaper story saying that General Motors will stop making them next year. They've already stopped making Oldsmobiles. During the years I was in school, we owned an Oldsmobile, a Ford, a Dodge and a Packard. I liked the Olds, but our Packard was by far the best car we ever had. We weren't rich, but my father made good money during the Depression. My mother controlled the bank account and did most of the driving, so we owned a Packard. It was the best car I ever knew until I got my jeep in the Army.

We had a good house with five bedrooms in town, a summer place on a lake 70 miles away, and my sister and I both went to private schools that cost money. My parents could afford to own that Packard. That was as close as we came to being really rich. The Packard was a great car then and my memory of it is that it was better than the car we own today, 70 years later. You had to shift the gears manually. The car easily went faster than it was legal to drive and was all around classier than either of the two cars I have now.

Our cottage on the lake was three hours from home, and week after week my mother drove the car 70 mph for three hours getting to our cottage. I don't remember any time the car didn't perform well and didn't take us where we wanted



Andy Rooney

TRIBUNE MEDIA SERVICES

to go ... quickly. Our Packard always felt good, too. I wish I could own one now and I still have a soft spot in my heart for Packards.

Beginning with the cars I drove that my mother and father owned and including all the cars and trucks I drove in the Army, I suppose I've driven more than 20 cars for more than 10,000 miles, and a few of them a lot farther than that. I'm not counting hundreds of cars I've rented and driven.

In London, I had my own jeep during World War II because I drove out to one of the airfields to report on the frequent occasions when there were air raids emanating from there. After the Invasion, June 6, 1945 (we always capitalized it because to us there was only one), I took my Jeep to France and Germany, following the infantry troops everywhere they went.

It seems wrong, but I cannot recall now whether "jeep" was

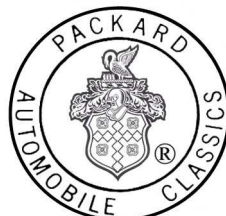
capitalized or not when I had mine. I never mentioned it in my stories then, so it didn't matter. I'm uncertain, but as I recall, "jeep" didn't become an upper-case, proper name until after the war, when the makers wanted it known that they produced it. The jeep was made originally by the American Bantam Car Company in Pennsylvania, and both Ford and Willys shortly after got into making them. (I don't know what happened to the Bantam Car Company.)

I loved my jeep during the war and took it everywhere I went. I drove it dangerously close to the front, ate in it, slept in it and did interviews in it. The jeep was my home away from home. It never let me down, and I remember to this day when I gave it up to come back to the United States. I wouldn't have abandoned it for anything less.

During World War II, I traveled mostly with a press camp comprising 18 or 20 newsmen and one woman. There were seven jeeps for the reporters. Every day, I went to a different unit near the front, looking for a good story and other reporters always wanted to go with me. It wasn't only that I had my own jeep, but as a reporter for the Army newspaper, The Stars and Stripes, which was circulated only among our servicemen, I was no competition for the American reporters sending stories back to the U.S.

I hope they don't discontinue the Jeep.

Thank you, Wendell, for sharing this with our readers.



Wendell requested that his apology be extended to the club for missing his surprise birthday party; only a trip to the Emergency Room could have kept him away. He further requested that a big "thank you" be sent to everyone who telephoned to inquire about his well-being and also to the many people who sent birthday greetings and get well wishes; he is looking forward to being at the upcoming Ark-La-Tex Packards gatherings and we are sure looking forward to seeing him there!

This seems like the perfect segue into the following photos from the meeting at Chuck Conrad's.



Wonder if Nelson ever got a response from Gus?

What a beautiful sight – all these Packards, a gorgeous blue sky and puffy white clouds!



Thanks to Tobi Chandler for these fine photographs!