

# The Owner's Manual

The Official Newsletter of The Lone Star Packards



Winter 2018

## YEAR IN REVIEW

Tommy Baccaro

*Happy New Year to all our LSP family*

As we look forward to 2018, it is most appropriate to reflect on our region's highlights for 2017. We are extremely pleased that our membership has remained stable at around 50 families. In 2017 we not only were happy to add at least 3 new families to our Packard group but we also welcomed back two other families that had been inactive due to work, retirement, etc. for a few years. We continued to be very active by having activities every month in 2017 with only two exceptions. We did not meet the month in which the national was held and we also did not meet the weekend following Dale Musgrove's unexpected death. (Our meetings are fun and festive and it did not seem appropriate following such a sad event.) We even met in a central location following Hurricane Harvey so that we could all share our stories and encourage those who had suffered during that scary storm. Even though our family and most others suffered no major damage, we had sleepless nights as the water got closer and closer to entering our homes. Those who did have water into their homes are still trying to repair and settle back into a routine.

I would venture to say that LSP probably is the most spread out of any of the regions. We have members not only in Houston but also in Galveston, Montgomery, Pearland, League City, Friendswood, Bellville, Port Arthur, Orange, Fulshear, Porter, Richmond, Katy, League City and who knows what community I have forgotten. For this reason, we work hard to move our monthly meetings around the membership area so that the same people do not have to drive the longest distance each month. We have met in Needville (where the temp. hit triple digits!) Kingwood, Alvin, League City, Rosenberg, Katy and other areas on the far boundaries of our region. This practice also encourages members to bring their Packard out if the meeting is in close proximity to their home.

We again had a successful Christmas/holiday party hosted by **Evelyn Timmins** and a lot of effort from several members especially **Ben and Janice Carter**. Our family ate at Gina's restaurant recently and the manager was anxious for the club to come back again for another special occasion. We continued our tradition of a fall tour thanks to the efforts of the **Sartins and the Trokeys**. In November we took a one day tour to the Round Top area. The weather was beautiful and the tour was spectacular.

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We need for someone to step up and volunteer to organize a tour for 2018.

This year we continued to make an annual contribution to the Packard Foundation's efforts to restore the building and grounds of the Packard Proving Grounds. We added some money to our donation in the honor of **Dale Musgrove**. For a number of years we have committed to supporting at least two public service activities during the year. In this regard we participate in the community "Show and Shine" **Lenny and Paula Holzband** sponsor at their temple, which benefits the Houston Food Bank. We also have a strong presence at the annual Keels and Wheels Concours in Seabrook which benefits Boys and Girls Harbor. We have had as many as eight LSP cars on display plus a large contingent of LSP members come out to see the cars, visit, and support those participating.

We try to keep our members informed via the meeting reminders and the monthly email summary regarding our activities. We also have the award winning quarterly newsletter appropriately called *THE OWNERS MANUAL*. This year our editors, **Ben and Janice** were honored, as *THE OWNERS MANUAL* was designated winner of the Snodgrass Award by the national PAC. Continuing with our communication resources, **Doug Carlson** maintains one of the best websites among those in the national club. I visit other websites from time to time, not only to look at different Packards, but also to get ideas for activities.

This year our region was honored, as both **Jerry Ehrman and I** were elected to the National Board of Directors.

All in all 2017 has to be considered a successful LSP year with many great times spent with family and friends, however I am certain 2018 will be even better!

Happy Packarding, Tommy



**Fall Tour**



**Lone Star Flight Museum**



**Kerrville 2017**



**Keels & Wheels May 2017**

**Gateway Classic Cars 2017**



**Meeting at Lucas home in Alvin 2017**

**Christmas at Evelyn Timmins in Friendswood 2017**



## Rebirth of a Patrician By Tommy & Chris Baccaro

I still remember the day back in the early 90's when Walter and Pat Trimmer drove their newly acquired 1956 Patrician to a Lone Star Packard meeting at a long gone diner in Richmond. It had full power including dual electric antennas in the rear and factory air. They bought it in New Mexico and I think they actually drove it home. It was finished in Scottish Heather (my granddaughters say it is pink) and Dover white. It was misting that day and the finish really sparkled. As we were all gathered around it in the parking lot literally drooling over the shiny Patrician, Walter said I am going to do a complete restoration. I expressed that it was in better condition than our two Packards and I would just drive and enjoy as is until something needed to be fixed. Walter was very knowledgeable and was a perfectionist. He took it apart! Being retired, I think he just enjoyed tinkering with the Packard. Over the years the engine and transmission were rebuilt, the interior was renewed; all the power window motors were replaced etc. etc. Long story short, that Patrician never made another Packard Club meeting unless it was one of several that Walter and Pat hosted at their home in Sugar Land. It often seemed near completion to most of us but he always found something else to do. Though it did not get driven much, it brought a lot of enjoyment to a really nice guy who we all miss.

Jump forward to 2016. We had lost both Walter and Pat and the car floated around to various family members until it and their 1940 Packard 110 ended up with Walter and Pat's son, Paul. Upon his acquisition of the two cars, Paul sent them and all Walter's spare parts to a restoration shop in Spring. Paul made the decision to restore the 1940 first and decide what to do with the '56 later. In the meantime, restoration began on the 1940 and the Patrician was moved around the shop but eventually it was stored outside for about three years. The shop felt like more harm was being done to the paint by letting it sit in all the dust generated inside than if it was outside. About 6 months ago, Paul contacted me and asked if I could help him sell the car. I put it out on our group email several times but the months passed and there were no takers. I even called a couple of people that I knew were in the market for a Packard but there were no takers. In the meantime, Ben Carter and Rich Trokey visited the shop to see if in Walter's spare parts there might be something Ben needed for his '40. Ben reported to me that the Patrician was really in better shape than expected after three years outside. (When we eventually got it got it home I did buff it out with Maguire's products and the paint looked much better than I expected!) I needed a 5th Packard like I needed a hole in the head, even though I had lusted after the senior V8 Packards since one of my mom's customers had come to her shop driving a brand new Patrician right off the floor from Wendall Hawkins Packard. (I was 13 at the time.) I called Paul and realized he was really a motivated seller. I talked to my son Chris about the car and he encouraged me to go see it. From the description, everything we could not do such as interior and paint had already been done. Chris was a Ford tech for nearly 20 years and is now a shop foreman and assistant service manager at a Ford dealer. I am no dummy I raised my own mechanic! We agreed if we bought it he would store it at his new house and work on it as time allowed so the partnership was formed. I advised Paul we were preparing to go to the Packard national in South Bend and would check out the Patrician and maybe make an offer for it and the parts upon my return. I did and Paul accepted the offer. We met in Salado Paul lives in the Austin area. Money and title were exchanged and we now have a 1956 Packard Patrician.



*Continued on page 5*

## The Hairrells vs. Rear Wheel Drum Removal By J.C. Hairrell

Most of you know that Sherry and I are working to restore our 1940 Packard 160 Touring Sedan. We have experienced the three phases of a project: **Enthusiasm, Frustration, and Happiness.**

While working on the brakes, we found that the master cylinder was re-buildable, but the wheel cylinders were not. We ordered four new wheel cylinders. After receiving the new cylinders, we started with the front wheel cylinders. They were easy to replace. So with enthusiasm, we were on to the rear brakes. **We soon got over the “Enthusiam phase.”** The rear drums must be removed before servicing the rear brakes. We found the rear brake drums would not come off. We encouraged them, we talked to them, and we beat on them...but, they remained. While at one of our LSP meetings, Rich Trokey came to the rescue. He allowed me to borrow his drum puller, which was greatly appreciated. We used the puller applying as much as 500 psi of pressure...the drum remained. We went to YouTube. They recommended using penetrating oil. We applied penetrating oil...still the drum would not come off. They also recommended hitting it with a hammer. We hit it with a hammer...the drum stubbornly still refused to come off. **Now we have reached the “frustration phase.”**

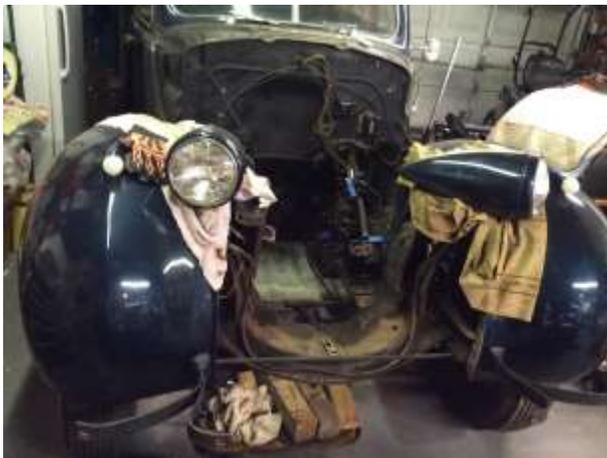
Some people say apply heat...others say NO! The concern was that heat would destroy the wheel bearing seals. After weeks of trying all we knew, we decided to use a minimum amount of heat. Within a minute of using a MAP gas torch, while still under pressure, and sounding like a gunshot, the first drum released. Sherry came running out of the house asking, “What was that bang?” Rich told me to leave the axle nut on the axle to stop the drum when it released, thanks Rich for that little tip! If you don’t leave the axle nut on, you will wear the drum as part of your anatomy when it flies off. Now on to the last drum. With some heat, it let go. **After four weeks, we have finally reached the “happiness phase.”**

Seeing those drums off was like Christmas came early. Replacing the new wheel cylinders went well and the brakes were complete.

Never give up, have good Packard friends, and buy larger tools.



**Enthusiasm Phase!!!**



**Frustration Phase!!!**



**Happiness Phase - Drum came off!!!!**

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Fast forward a couple of weeks and my good friend John Lortz and I went to pick up the Packard with his truck and trailer. With the exception of the condition of the mixed matched tires, the car looked pretty nice. When I had inspected it earlier, the gasoline smelled like kerosene so I paid the shop to drain all the gas and put in 10 gallons of fresh which they did. Unfortunately, much of the electrical system was disconnected except what was needed to start the car. Another friend told me Walter did not think the wipers worked smooth enough so he removed a lot of stuff, including A/C so he could get to the cable.

None of the lights were connected, the heater core was missing, the a/c compressor and condenser were off the car, wiper motor missing, radio removed, the entire interior door handles missing except for the driver's door, air cleaner was off etc. etc. There were no brakes and the push button tranny would not go into reverse. John had to use his winch to get it on the trailer. When we got to Chris', we had to push it off the trailer into the street because there was no reverse. At this point, I am going to turn this article over to Chris to detail what progress he has made. I am proud to say that he and his family were able to drive it to the LSP Christmas party last month in Friendswood. That's my boy!

Well dad summed it up pretty good. The first priority was to fix the push button issue so we could shift to reverse. After studying the push button system and talking to several people on the internet about it I believed the shift motor was out of position. I adjusted the "actuator motor" and got lucky the first time. It was running rough and I was convinced the carb. was bad. Dad had a spare Rochester 4 barrel so he brought it over. Solved the problem! So now I got brave and decided I would run it around the block. It ran great in first gear. So then I started looking at the wiring and realized only the bare minimum was hooked up to start the car. I worked on the headlights and horn. Then I noticed it wasn't charging. After checking over the wiring I finally decided I needed a voltage regulator. I installed one and had it charging again. Brake lights did not work but Dad had a spare 3 prong switch which the '55 and '56 Packards used so we got brake lights. I now decided to get even braver and pushed the Patrician to about 45 mph. It had a loud noise going into lockup at a low speed but if I let it shift later it was ok. Now the whole time the load leveling system has been working without a problem but all of a sudden it quit. The load leveling system will have to wait though because the transmission needs to be addressed first. I changed the fluid in the transmission the other day and found a lot of metal in the pan. Since the transmission was rebuilt, I suspect the torque converter and luckily Dad has a spare one of those. It is a good thing we have a stash of parts and a lot of experience with the red and white '55 Clipper our family has enjoyed over the years because much of it also applies to this '56 patrician. So that's where we are with the Patrician.

The kids have been excited about the car and Maya has helped me a lot with detailing and handing me tools.





Lone Star Packards Events 2017 Recap



Valentine's Day is coming, and the candies linger on....  
Match each item with the correct candy fact:

1. The company name of this hard candy suggests its western hospitality\_\_\_\_\_
2. The name of this candy is derived from its silly wrapper jokes and candy type\_\_\_\_\_
3. Mars, Inc. combined the words "two" and "sticks" to name this candy\_\_\_\_\_
4. This candy bar was named for a popular dance of the early 20th century\_\_\_\_\_
5. This was the first candy to be individually wrapped \_\_\_\_\_
6. What famed chocolate company introduced the Valentine's heart-shaped box? \_\_\_\_\_
7. The brothers who invented this candy named it after their favorite aunt\_\_\_\_\_
8. This long-lasting candy treat was renamed from Papa Sucker in 1932\_\_\_\_\_
9. In 1935 the slogan for this candy bar was "the sweet you can eat between meals"\_\_\_\_\_
10. These classic conversation candies were introduced for Valentine's Day in 1902\_\_\_\_\_

Match these names to the correct statement...

- |                |                 |                    |                  |
|----------------|-----------------|--------------------|------------------|
| A. Milky Way   | D. Laffy Taffy  | G. Charleston Chew | J. Jolly Rancher |
| B. Twix        | E. Mary Jane(s) | H. Cadbury         |                  |
| C. Sugar Daddy | F. Sweethearts  | I. Tootsie Roll    | (answers page 8) |

**WHY**

Why do men's clothes have buttons on the right while women's clothes have buttons on the left?

**BECAUSE:**

When buttons were invented, they were very expensive and worn primarily by the rich. Since most people are right handed, it is easier to push buttons on the right through holes on the left. Because wealthy women were dressed by maids, dressmakers put the buttons on the maid's right! And that's where women's buttons have remained since.

Why do ships and aircraft use 'mayday' as their call for help?

**BECAUSE:**

This comes from the French word m'aidez – meaning 'help me' – and is pronounced approximately, 'mayday'.

**January Birthdays:**

- 9 Nancy Eudy
- 16 Bill Cockrell
- 19 Juanita Jordan
- 20 Karen Trokey
- 29 Jerry Ehrman

**February Birthdays:**

- 2 Lily Myers
- 12 Jay Matthews
- 12 Stephen Wanderman
- 16 Caroline Calistrat
- 18 Jennifer Bates
- 18 Mike Grimes
- 18 Ron Jordan
- 23 Sherry Hairrell
- 27 Lenny Holzband

**March Birthdays:**

- 9 Janis Hinds
- 9 Rena Sartin
- 13 John Eudy
- 16 Jeff Pate

**Down The Road...**

*Further details to be announced.*

- February 17 Spring Creek BBQ League City hosted by Chris & Jamie Baccaro
- March TBA Hosted by Jordan & Lortz
- April 5,6,7 41<sup>th</sup> Annual Texas Packard Meet in Kerrville, TX
- April 26-29 Pate Swap Meet Ft. Worth, TX
- May 5 - 6 Keels & Wheels in Seabrook, TX
- July 2018 53<sup>rd</sup> PAC National Meet in Columbus, OH

Lone Star Packards was chartered by Packard Automobile Classics (PAC) in 1964. Our charter requires that Lone Star Packard members also be members of the Packard Automobile Classics. For information please contact our treasurer.

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Sweets answers:

- |                        |                     |
|------------------------|---------------------|
| 1. J - Jolly Rancher   | 7. E – Mary Jane(s) |
| 2. D - Laffy Taffy     | 8. C – Sugar Daddy  |
| 3. B- TWIX             | 9. A – Milky Way    |
| 4. G - Charleston Chew | 10. F - Sweethearts |
| 5. I - Tootsie Roll    |                     |
| 6. H - Cadbury         |                     |

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