



# The Owner's Manual/Newsletter

Official Publication of The Lone Star Packards



June, 2026

Issue 6

## Director's Corner

On Saturday, June 20th LSP returned to the Ol' Railroad Cafe in the historic district of Rosenberg. This was our first visit since the fire put them out of business last year. We had 37 who sent us an RSVP but due to the weather, only 32 braved the forecast. The heavy rain did not hit until we were all safely inside having our meeting. I thought that was the worst but, on the way home through Alvin we went through tropical storm level sheets of rain and winds. It rained on us all the way back to our driveway in League City and still rained the rest of the day. (not as hard thankfully). Driving our Expedition through it was bad enough but I was sure glad we had decided not to bring a Packard! We were not alone in that decision because our very brave membership director, **Stephen Morris**, was the only one who braved the elements. His gorgeous '53 Mayfair is just as pretty wet.

**Ron and Patricia** made arrangements with the restaurant. **Jan and her daughter Liz**, along with **Patricia and Ron** planned a patriotic theme and used their own red white & blue decor to decorate. **Jan** secured prizes for the patriotic game we played. We almost always have a prayer and

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### THE LSP WEBSITE IS BACK ONLINE!

With a lot of help from our original webmaster, **Bob Supina**, **Doug** is hard at work rebuilding the Lone Star Packards website. Many of you may remember that **Doug** originally created the site and made it one of the best club websites in the old car hobby.

Unfortunately, a couple of years ago, the site was hijacked, and **Doug** lost access to it. Thanks to **Bob's** assistance, they were able to get the original website back online as a temporary placeholder while the new version is being developed.

If you've visited the site recently, you may have noticed photos of cars and members who are no longer with us, along with outdated information. **Doug** is now working to update the site with current member vehicles and club information, but he needs your help!

If you own a Packard, please send Doug information and photos of your car at [ggccdrive@aol.com](mailto:ggccdrive@aol.com) so he can include it in the updated website.

A big thank you to both **Bob and Doug** for their dedication and countless hours spent bringing our website back to life.

Be sure to check it out at:

<https://www.lonestarpackards.com/>

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pledge of allegiance, but this time we sang God Bless America! All of this was not only to honor our country's 250th anniversary but to honor our LSP veterans as well. Thanks, to all who participated.

#### *50/50 DRAWING*

**Tony** held the 50/50 drawing for the \$55 cash prize and **Lynn Eanes** was the lucky winner. Club proceeds from the 50/50 drawings help keep our dues lower than most car clubs.

#### *NEW MEMBERS*

We were happy to see **David Timberlake** make his first meeting. **David** lives in The Woodlands and owns a 1937 Packard Senior, but I don't remember the series. We did put him in touch with **Bob Supina** as he is our resident expert on the 1937 senior.

It was great to see former member **Barry Hackney** as a guest of **Ron and Patricia**. One of LSP's early members, **Barry** decided to rejoin the club. After paying his dues, he was warmly welcomed back to LSP.

We were pleased to see **Andy Calistrat** at this meeting. He indicated an interest to join and said he would try to bring his mom, **Caroline**, to a future meeting.

Our member, **Evelyn Timmins**, was accompanied by her good friend, **Lynda Varnell**, who is a frequent guest.

#### *UPCOMING EVENTS*

Next month we will return to Willis to see the **Bucher collection July 18**. More details as we get closer.

We will **NOT** meet in August as it will likely be in triple digit heat by then and most of our Packards are not air-conditioned.

After some discussion, we agreed to meet in Galveston for our **September 19** meeting. **Dave and Sandra Lucas** have been working with the Bryan Museum and Mario's Seawall restaurant to really

make this a memorable event. More details to follow.

**Jay and Mary Matthews** will host our club in Belleville in October.

We have now scheduled meeting destinations for every month (except August) through December. You will find that list elsewhere in this publication.

We look forward to seeing everyone in Willis, Texas on July 18th.

Happy Packarding, Tommy



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## PACKARDS SERVICE TO OUR COUNTRY

By Tommy Baccaro

During WW2 America, in particular Detroit, was referred to as "The Arsenal of Democracy". Through the years, Packard was an integral part of that arsenal. From the teen years up to the mid 50's, defense work accounted for approximately 30 percent of Packard's business.

In 1916, Pancho Villa crossed the border and attacked and robbed American towns nearby. Several Americans were killed. General Pershing led a "punitive expedition" into Mexico to capture Villa and his men. It has been called the first time a country had a mechanized invasion of another country. American soldiers were riding in the back of Packard trucks in pursuit of Villa and his men.

Unfortunately, they never caught up with them because they were called back to prepare for WW1. General John J Pershing was put in charge of the American Expeditionary Force, which was sent to Europe to help fight the Kaiser. Again, many of them were transported in Packard trucks.

Packard had a much larger impact in WW2 on the sea as well as the air. Packard was chosen by Rolls Royce to build the American version of their fighter plane engine. It is said that Packard not only built it for our fighters and others, but they made it significantly better by improving the tolerances. This made it much easier to interchange parts while making repairs quicker and better. If you attended our visit to the Lone Star Flight Museum last year, you got to see one of those Packard fighter plane engines on display. In addition, Packard built the engines for the famous PT boats like PT 109 that former President John F Kennedy commanded in the Pacific. About 10 years ago, under the leadership of former Director Dale Musgrove assisted by Steve Wanderman, we located a genuine PT boat Packard engine right here in Houston. With the assistance of the other three Texas Packard regions, we purchased the engine and gifted it to the "Nimitz War in the Pacific Museum" in Fredericksburg.

Packard also contributed to the American effort in the Korean War. Packard built diesel engines to be used in the mine sweepers during the Korean War. In 1950 General Electric got a contract to build J47 engines. They contracted with Packard to help them build the required number in the contract.

Over the years, there were numerous Packards in White House service. There are pictures of FDR riding in Packards. In fact, one of our members actually owns

one of them. The last Packard known to be in White House service was a 1953 Packard Executive Limo. I don't remember seeing one with Eisenhower as the President riding in it, but for sure other high government officials likely used Packards.

Ike was fond of Packard and chose a Packard Clipper as his official staff car to transport him in Europe as he served as the Supreme Allied Commander in WW2. It was at his direction that members of his administration reached out to Curtiss-Wright Aviation requesting they send a lifeline to Studebaker/Packard. (I have read that Ike always referred to the company as Packard /Studebaker.) Curtiss-Wright complied. However, it is suggested they were not as serious about saving the company as the administration was hoping. One of the first things they did was to direct the company dispose of all Detroit properties. That spelled the end for the traditional Packard as the South Bend plant could not produce the larger bodied cars and there was no time or money to make changes.

Packard did its part and then some in the defense of our country.



Juanita Jordan, Jan Carter, Rena Sarni, Evelyn Timmins

### Packards started the journey...

These ladies are among the nine honorary members of LSP who continue to participate in club activities whenever possible. Through their ongoing involvement, they honor the memory of their husbands, whose passion for Packards first brought them into the club. Their presence is a valued reminder of the friendships, dedication, and shared love of Packards that have long been a part of LSP.

Other Honorary Members are: Caroline Calistrat, Nancy Eudy, Sherry Hairrell, Lily Myers, Karen Trokey.



- June Birthdays**
- 2 Patricia Orr
  - 8 John Dalton
  - 12 Dave Lucas
  - 13 Mary Louise Grace
  - 22 Shellie Lortz
  - 23 Bob Ess
  - 26 David Richard
  - 30 Lynn Eanes



**June birthday members at June Meeting  
Patricia Orr, Lynn Eanes, Dave Lucas**



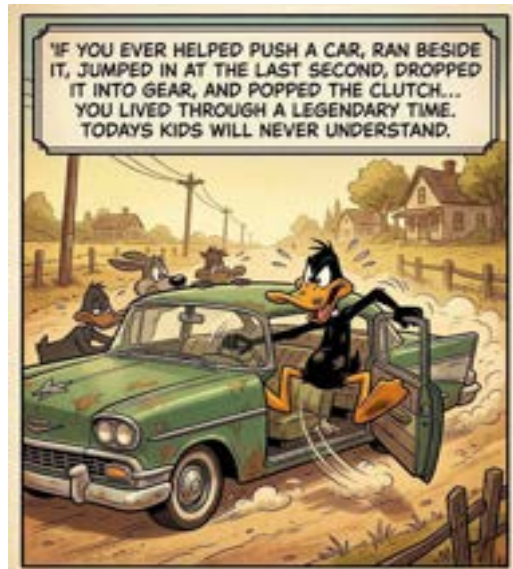
- JULY 18**
- AUGUST**
- SEPTEMBER 19**
- OCTOBER**
- NOVEMBER 14**
- DECEMBER 5**

- BOB & GAYLE BUCHER – WILLIS, TX**
- NO MEETING – TOO HOT – STAY COOL**
- DAVE & SANDRA LUCAS - GALVESTON**
- JAY & MARY MATTHEWS**
- CAR SHOW IN SPRING W/FOOD & HOLIDAY VENDORS**
- MIDWAY BBQ (Tentative)**

## HOW MANY OF THESE WERE JUST NORMAL TO YOU?

1. ALUMINUM ICE TRAYS WITH THE LEVER
2. SHARING ONE TV IN THE HOUSE
3. WRITING CHECKS AT THE STORE
4. HANGING CLOTHES OUTSIDE
5. SITTING CLOSE TO THE TV
6. PHONE ATTACHED TO THE WALL
7. WAITING ALL WEEK FOR ONE SHOW
8. DRINKING FROM THE HOSE
9. NO REMOTE... YOU WERE IT
10. MEMORIZING PHONE NUMBERS

**HOW MANY YOU GOT?**





New Member David Timberlake



Mary Matthews,  
Stephen Morris and  
David Timberlake



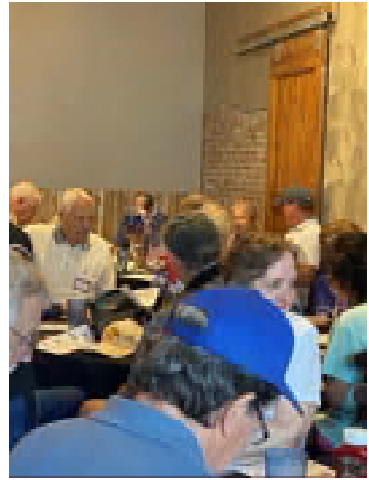
Gloria Maurer and  
her red, white and  
blue hat she won  
playing our  
**“Who’s The  
Most Patriotic”**  
game.



Barry Hackney – rejoined LSP Saturday!



John Lortz, John  
Lortz, II and  
Donna.





#### Regional Officers

<b>Director:</b>	<b>Tommy Baccaro</b> 832-905-3904
<b>Assistant Director:</b>	<b>John Lortz</b> 832-746-8078
<b>Treasurer:</b>	<b>Tony &amp; Shirley Darrow</b> 713-449-8803
<b>Secretary/Benevolence:</b>	<b>Carol Baccaro</b> <a href="mailto:baccaro3@verizon.net">baccaro3@verizon.net</a>
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<b>Technical Post-war:</b>	<b>John Lortz</b>

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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**ASK THE MAN WHO OWNS ONE  
AND NOW ASK THE WOMAN WHO OWNS ONE**

## **Doug Carlson's Route 66 Experience**

My first exposure to and awareness of **US Highway 66** was soon after I began my career with Shell Oil Company at the Wood River Research Laboratory at Wood River, Illinois. My first assignment was in the Road Test Group in the Fuels Department.

While much of the Laboratory's activities were the development and testing of fuels (mostly gasoline) and lubricants in laboratory equipment or engine stands the Road Test Group worked with a fleet of twenty, maybe twenty-five automobiles. Some testing was conducted with the automobile on stationary chassis dynamometers but most was on selected local roads. Tests requiring long straight, level, low traffic roads, tests like fuel octane testing, were conducted about twenty miles North of the Laboratory but some testing that did not require longer lengths of highway were conducted in **a section of roadway called Old 66.**

At the time I did not know the significance of the name, I came to learn it was a section of **the original Highway 66**, established in the 1920s and 1930s that ran from Chicago, by St. Louis and West to Los Angeles. The section of road we tested on still exists but as a highway it has had been replaced by Interstate 270 which at that section runs about one mile South and parallel to **Old 66**. Looking at a current map I see that section of road is called Chain of Rocks Road. I suspect that is a more recent identification, we never heard it fifty years ago.

The Wood River Laboratory had an annual fuel economy competition among employees dating back to 1939. It had evolved to three categories of competitors, stock automobiles, carefully driven in a normal manner, slightly modified automobiles driven in a manner to maximize fuel economy, and an unlimited class where anything goes, e.g. No accessories, freewheeling drive train to maximize coasting, insulation to maintain engine temperature, and etc.

Rich Trokey and I and a third member of the Road Test Group, Jim Jones decided we should compete in the Unlimited class of the Mileage Marathon. After thought and shopping we purchased a 1959 Fiat 600 for \$55. We worked on that car, competed in 1967 and achieved 173 miles per gallon and in 1968 244 miles per gallon. These numbers were enough (at that time) to be in the Guinness Book of World Records.

**Now we get to where Route 66 is in the story.** Shell decided that we should write a technical SAE Paper (Number 700532) on extreme fuel economy. All data for that paper was generated on **Highway 66 (Old 66)**, South of the laboratory.

**We will continue on down America's Mother Road with more members stories of Route 66 in future issues.**