



The Owner's Manual

***Published by The Lone Star
Packards***

Second Quarter 2012

In This Issue



The Mitchell's Ninth Series Standard Eight



From the Director By Tommy Baccaro

We are now in the second quarter of the new year and we have a lot to brag about. We continue to have monthly meetings and we had a great group of friends make the trek to Salado for the 35th Annual Texas Packard meet. Regular activities plus publications are the lifeline of a successful club. In addition, we have a great website!

A personal thank you goes out to all of you that help make these activities and projects happen. We have several new cars in the club that I am looking forward to seeing at club functions in the near future and we have several more that are approaching completion.

Recently we put together a resource list of local service providers and Doug placed them on the website. None of us want to reinvent the wheel so if you find someone locally you are pleased with, please send a note to Doug Carlson so he can add them to the list on the website.

It seems like we have had an extra large number of members down with serious ailments. We will try to keep you informed as we get news. Please let one of the officers know if you are aware of someone in our Packard family that is under the weather.

At the April meeting Chris Baccaro suggested we find some sort of incentive to encourage members to bring their Packards to monthly. Doug suggested we tie it to our monthly 50/50 drawing, however, we have decided to keep a record and present a gift or gas card at the end of the year. This may be a timely endeavor as we are getting into the really hot months when it is easy to leave a Packard at home and drive over in an air-conditioned car!

We are also discussing the November tour. Several mentioned they would like to repeat the "Golden Triangle" tour we did about eight years ago. The alternative is another one-day mini tour as we did last November. Please make your thoughts known.

We plan on making another contribution to the Packard Proving Grounds restoration. We are getting a list of available sponsorships for discussion. The 2013 national meet will be held at the Packard Proving Grounds.

Happy Packarding



LSP Chat

By Carol Baccaro

This year we participated in the Salado Annual Texas Packard Meet as we usually do in the Spring. Some things remain the same from year to year such as the overall agenda. What makes the meets unique is the people who come, the cars they choose to bring, the early bird tour destination, the swap meet items and the tech sessions.

One big difference for me this year is that I drove the '55 Packard to Salado and home from Salado. I have not driven a Packard that distance in a while. On a long trip I like to ride and look at the scenery, rather than drive, especially if there is no air conditioning.

We actually had a bit of a problem with the power steering pump leaking. Did I let this bother me? No! I had my mechanics along to take care of any engine or mechanical pitfalls. Tommy and Chris might not agree with me when I say it was no trouble.

No air conditioning! No problem! (until around noon, Sunday) when the sun came out in full force, it shined down on us from Brenham to League City. Was I ready to be home in the cool Air? You better believe it! Would I do it again? Don't tell Tommy, but yes, I would!

This year for one reason or another we had several of our members who could not go to Salado for a number of reasons. You were all missed and we hope to see you soon at a meeting.



Project Corner

The Restoration of the Jeter's Clipper

Greg and Paula's 1953 having a frame off restoration by Ronney Baethge's Restorations outside Waco last year.



Why you don't replace the wire harness

Why you replace the wire harness



The Year That Was....1932

- 3rd Winter Olympic games in Lake Placid, New York
- 10th modern Olympic Summer games in Los Angeles.
- 73 degrees F highest temperature ever recorded in Cleveland in February.
- George Burns and Gracie Allen debuted as regulars on "Guy Lombardo Show."
- Jack Benny's 1st radio show premieres (NBC Blue Network), Groucho Marx performed on radio for 1st time.
- George Bernard Shaw's "Too True to be Good," premieres in New York City.
- Charles Lindbergh, Jr. (20 months old), kidnapped in New Jersey.
- Amelia Earhart is 1st woman to fly solo cross the Atlantic.
- Lou Gehrig plays 1,103rd successive game in a New York uniform, equaling Joe Sewell's record with one team (Cleveland) and is 1st to hit 4 consecutive home runs.
- George Washington quarter goes into circulation.
- German physicist Albert Einstein granted a visa.
- Low point of Dow Jones Industrial Average, 41.22 (on May 18, 2012 the Dow closed at 12,369.38 - down 73.11).
- The number of unemployed reached 13 million (24%) and the average family wages were 35% less than in 1929, dropping from \$2,300 to \$1,500.
- Three thousand people marched on Ford's River Rouge factory asking for jobs. Police fired on the demonstrators at point blank range with pistols and a machine gun. Four died-- over 30,000 people attended the funeral.
- After camping in tar-paper shacks for 2 months near the U.S. Capitol, thousands of veterans demanding a bonus were attacked by police and U.S. Army units commanded by Gen. Douglas MacArthur. Two members of the Bonus Army were killed.
- A large crowd of the unemployed in Toledo, Ohio, near starvation after county authorities cut off relief, marched on grocery stores and seized food.
- President Hoover suggests 5-day work week and cuts his own salary 15%.
- Franklin D. Roosevelt was elected 32nd president, promoting "The New Deal".
- U.S. Federal gas tax enacted.
- 1932 Packard Standard Eight, 901, Sedan MSRP, \$2,485
- 1932 Packard Custom Twelve All Weather Town Car Landaulet MSRP, \$7,950



Ninth Series Packards...examples of great cars



The Mitchell's Ninth Series Standard Eight Sedan

In February of 1932 this beautiful 901 Sedan was delivered by the Paterson, NJ branch of Packard New York. In 1932, Paterson claimed to be the silk capital of the world and was growing quickly in its right. Now connected by the George Washington Bridge (completed in October, 1931), people living in Paterson were less than 20 miles west of the growing and diverse community of New York City. As noted in the earlier section of the newsletter, to have the financial means to purchase this special Packard, the owner must have been anything but average.



In 1932 Packard was offering the Ninth Series of its growing line of outstanding motorcars. Introduced June 1931, the Ninth Series was offered until January, 1933. For the Standard Eight, the engine horsepower was increased to 110 with the compression now at 100 psi and an air cleaner was added. The 901 was designed with a wheelbase of 129.5" with driver manually adjustable shock absorbers. The "Ride Control" mechanical linkage knob is below the dash. Four speed transmissions were offered for cars in 1931 while the cars built in 1932 were shipped with three speed synchromesh transmissions. The interior changes included a new dark burlled walnut instrument panel with engine-turned sub-panel. A vacuum-operated clutch was also offered. See the red handle next to the throttle on the steering wheel hub.



Mitchell's Ninth Series (cont'd)

New engine designs were also the talk of the town when the New York Auto Show was opened in January 1932. Ford introduced its new V-8 while Packard, Auburn, Lincoln, and Pierce Arrow talked about their new 12 cylinder engines. Additionally Packard showed off its new Model 900 Light Eight, the first fine car below \$2,000. It was Packard's first entry into the medium price market. While a great car, there were cost and pricing issues with the Light Eight that resulted in a short life span for the Light Eight. So while new engines may have been introduced in 1932, Packard's L8 offered torque, speed, reliability and a further extension of a remarkable design.



With a tilt open windshield and a beautifully appointed interior, the Standard Eight is a wonderful Packard to drive and enjoy.



However, the high price point marketplace was contracting in size. The total automobile market in the USA had declined to just over 1.1 million units, less than half of the 1929 volume.



Of the 1.1 million cars sold in 1932, just over 22,000 were high price point cars and Packard led the way with 35.6% share with Cadillac in Second place with 16.9%.

LaSalle won an additional 15.3% share. Contributing to Packard's success was a customer return rate of about 90%. This remarkable return rate could lead to dealer over confidence and a view that there was no need to spend money on advertisement or to be aggressively winning new business. Perhaps this over confidence contributed to the lack of dealer success just 15 years later when Packard was losing share in its traditional market and needed to win new customers in the mid price point market.

Mitchell's Ninth Series

In addition to the distinctive shape of the radiator shell, Packard radiators were enhanced by a variety of accessory caps. The Ninth Series saw the introduction of the fourth radiator cap, The Pelican. This Ninth Series beauty is adorned with The Deluxe Emblem, nicknamed "The Flying Lady". Introduced in 1924, it was available as an accessory until 1941.



With its tilt open windshield, its unsurpassed engine, and more than comfortable interior, the Ninth Series Standard Eight was validation of the marketing phrase..."Ask the man who owns one".



What's It Worth?

One of the great debates among car collectors is the question of "what's it worth?". Today, in almost every case you can say with confidence that a collector car has the same value as a collector stamp, coin, artwork, bottle cap, or you name it...it is worth what a buyer and seller say it's worth when the money changes hands. However, in June of 1939, the National Automobile Dealers Assn. viewed our classic Packards as "Used Cars". In their "Official Used Car Guide for District G", they reported as follows:

1932 - 8 Std 901-902 Start June 1931

Motor No. 340001 to 347720

Av 'g Loan		FOB	Wts	Retail
65	Phae 4-501	2850	4300	100
68	Phae Spt-4-521	3150	4400	105
55	Tour 5-7-500	2700	4345	85
71	CpeRds2-4-509	2850	4420	110
71	CpeSta2-4-508	2795	4475	110
78	Coupe-5-507	2945	4505	120
84	*Sedan-5-503	2350	4570	130
87	Sedan-5-543	2885	4590	135
91	Sed Clb-5-506	2975	4555	140
84	Vic Con-5-527	3395	4317	130
81	Sed Con-7-504	3450	4573	125
71	Sedan-7-504	3035	4735	110
68	Sed Limo-7-505	3185	4770	105

As another reference point, in the same price guide, a 1932 Cadillac V-8, Convertible Coupe with an FOB of \$2945, was listed with a retail price of \$100 and an average loan of \$65. Here's just another validation of how our supply and demand economy works. Now, in 1932 if had \$140, which car would I have put in my garage... oh, I didn't tell the whole story. For \$140, I could put a Ninth Series Twin Six Club Sedan with an original FOB of \$4395 in my garage for \$140 retail, or Twin Six Phaeton Sport for \$105, or a Twin Six Touring Sedan for \$90...were these people crazy or what?



Salado...the 35th Edition Best Ever?



See You Next Year?



Salado Technical Sessions...Overdrive

By: Steve Wanderman

Terry Weiss of North Texas Packards region conducted a very useful and interesting seminar on overdrives. My reconstructed notes capture some of Terry's very useful advice:

- Generally overdrives operate with a centrifugal weight assembly that allows the shift into overdrive when the vehicle speed reaches 28-30 mph and the accelerator pedal is released to idle down to about 500 rpm.
- If the overdrive freewheels (no engine braking) the problem is an external one, not internal to the overdrive unit. It could therefore also be the solenoid.
- If you never drained your OD unit, do so. He has worked on many units where the thick, black, probably factory original lube caused malfunctions.
- Use a hairdryer on the case to heat the unit to help melt the thick, old grease.
- Rislone is a good flushing solvent, but kerosene is preferred.
- The old lube was typically the heavy SAE 80w90 that turns black. You can use GL-1 gear oil on units with brass bushings, but only use the more widely available GL-5 if there is no brass, or use a 75W140 synthetic in any unit. Fill only to within about 1/16" of the filler hole, not to the hole lip, as you need to leave room for the heated oil to expand. DO NOT assume that the OD unit will fill from the transmission, it may or may not.
- Solenoids: 6v will work in a 12v system, but a 12v will not work in a 6v system
- Switch/relay: relay box is not the voltage regulator. Terry has seen many times where a driver will tap on the relay box thinking it will free a voltage regulator. Know which is which.
- Rod (actuator, longitudinal through both tranny and OD case. Make sure this is correctly inserted through the case opening one to the other. If it misses or is not installed fully, you can wreck your OD.



The 17th Keels and Wheels, 2012

By Tommy Baccaro

Over the years approximately one million dollars from proceeds have gone to charity. One of the primary recipients has been Boys and Girls Harbor. Many consider Keels and Wheels to be the Pebble Beach of the south, certainly of Texas. It is unique in all the national events as it not only features classic wheels but also classic wooden keeled boats.

This year race car driver Bobby Unser served as the "Grand Marshall" of the victory parade and was available for autographs throughout the weekend. In addition, there were several "star" cars on display. Marlena Deitrich's American made Rolls Royce was on display from Richard and Irina's collection (it was also American Best of Show winner).

The highly personalized Cord convertible originally owned by cowboy star, Tom Mix, of the '30's was also on display. Another fellow member, Gene Glover, won first in the Packard class with his gorgeous 1937 sedan. While it did not place, Mike and Caroline's 1939 Twelve was a fan favorite. I wish I



had a nickel for every picture that was taken of the hood ornament. People were astounded that Mike, at 80 plus years young, tackled this restoration doing almost everything, but the paint, himself. He even made the interior fabric on his own commercial sewing machine!

The "Belle of the Concours" was 101 year old Margaret Dunning from Plymouth, Michigan, with her 1930 Packard Roadster. A video on Margaret and her Packard went viral about a year ago and Bob Fuller of Keels and Wheels watched. (It is on YouTube in case you have not seen it). He contacted her and convinced her to come to Houston for this year's event. She told Carol, he was quite the salesman! Our grandchildren as well as the rest of our family were treated to a live history lesson from Margaret as she and her Packard were situated in the Packard section. She was most willing to share her stories. (Bob Fuller provided a tent and table and chairs for her and her guests). Zoe and Maya really had fun with her. She related that her family farm was next to the Ford farm and, though she was much younger, she grew up around Henry Ford and his family.

17th Keels and Wheels (cont'd)

She recalled playing with younger children on the porch of the Ford farm while Ford, Edison, and Firestone sat around talking and smoking cigars. I am going invite her and her friends, Dan and JoAnn Clements who travel with her, to Salado. Dan is a project coordinator for Ford in the SVT division and our son Chris really enjoyed talking with him about the Ford Shelby and future products.

Each year the show features a particular brand. Two years ago it was Packard and we displayed all four of our cars. This year the feature car was Cadillac/LaSalle and there were some nice examples of that brand. However, there are always so many Packards in attendance that they have a separate category for Packard. This year there were seven Packards present ranging from a 1930 roadster to a 1954 Caribbean.

It is a great show and does a lot of good for charity. If you didn't make it this year, try to go next year.



17th Keels and Wheels (cont'd)



The Next Generation

By Mike Grimes

Our Packards can be rolling works of art for the next several hundred years with the proper maintenance and attention. I recently asked for comments from the worldwide users of the www.packardinfo.com website for ideas on the way to create the next generations of Packard lovers. Their thoughts....

- "Give 'em a car"
- "Get kids involved at an early age..."
- "Have events that appeal to a younger audience. Concours' and fancy black tie dinners are not always appealing to a younger generation both socially and financially."
- "I think the best response I ever get from people is at local cruise nights."
- "Toy drive for sick kids. When we show up in these old cars the kids love it and it also makes an impression on the younger parents. Can you image a HUGE line of Packards full of toys going to the children's hospitals?"
- "Get your club in the news somehow, get Packard's name out there in your local area in the mass media."
- "Get in as many parades as you can."
- "Make sure spectators know what kind of car it is, put a Packard sign on the side and give the most candy."
- "If your local high school has a shop class talk to the teacher about showing up with your Packard to explain the old technology and give out some Packard literature."
- "Offer spectators a chance to sit behind the wheel."
- "If people want to take photos, offer to take the photos for them so they can be in the picture."
- "I made contact with the local radio and TV stations as well as the local newspaper. They were only too willing to feature the event on their stations and publication."
- "Tomorrow's Packard Owners" program conducts programs at the National and perhaps other meets."
- "I give out nice postcards of my car, along with generic information about the club."
- "We can always hope that McPherson College continues to crank out more graduates."
- "We are starting a program with the local student chapter of the SAE, at UM-KC, to promote our Packards."
- "Be it spiritual or tangible, if it were made for eternity we have nothing to worry about. When the time has come the torch will be passed to someone younger."

Life is One Transition After Another

George Bruns, along with being a dear friend for 35 + years, was a Lone Star Packards member since 1993. George re-introduced me to Packards and was largely responsible for my becoming a Packard owner and member of Lone Star Packards.

George served our country in WWII and retired from Shell Oil Company after 34 years. His love for his wife, Jackie, and sons Steve, Brad, and Randy, says it all. He was first and foremost a family man. Along with his family and many friends, George leaves Karen and I with many fond memories, whether it was the Packard activities, day trips to the casino, antiquing or just playing "Kings in The Corner" with George and Jackie, we could always count on good conversation and a fun time.

We truly lost one of the really good guys. George may you rest in peace, we all will miss you.

Rich and Karen Trokey



Lone Star Marketplace

1950's parts, sales material, service books and lots of other items to numerous to list. Contact Dale for prices and availability at djpac2@hotmail.com

1949 Deluxe Super 8 Convertible Victoria. Complete frame off restoration, metallic green with a light tan top. It has the 327 with overdrive, power windows and top, and leather seats. Much of the work was done at Wallace Antique Auto before the retirement of Bill Wallace and he was supervising all work so it was done correctly. Call Gene at [713 941 5047](tel:7139415047).

1947 Custom Clipper Eight Touring Sedan, National First Place Winner, Coral Blue, contact Mike at packardhouston@aol.com.



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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 PAC. For information, please contact our Treasurer.

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Calendar of Events:

Events in 2012

June 3-8; 6th Henry Joy Tour;
Stockbridge, MA

June 4-8; National Packard Museum's
"Packards at Speed"
Warren, OH

June 10; Cars "R" Stars @ PPG
Packard Proving Grds
Shelby Township, MI

July 20-22; National Packard
Museum's "Packards Abroad:
Warren, OH

August 19; Pebble Beach Concours
d'Elegance

September 9; N. California Swap
Meet
Vallejo, CA

September 17-21, 2012: 47th Annual
PAC Meet; Williamsburg, VA

October 10-13; AACA Eastern Region
Meet
Hershey, PA

48th PAC 2013; Pontiac, MI
49th PAC 2014; Columbus, OH

May Birthdays:

4th Vivian Lortz
7th Chris Baccaro
12th Sharon Kendall
14th Zoe Baccaro
22th Jamie Baccaro

June Birthdays:

7th Robby Markman
30th James Hollingsworth

July Birthdays:

10th George Becker
25th Maureen Carlson
28th Brenda Teas
31st Shirley Darrow