



The Owner's Manual/Newsletter

Official Publication of The Lone Star Packards



January, 2025

Issue 1

Director's Corner

Greetings LSP members and Happy New Year!

As I write this Monday morning, the temperature in League City is 31 and expected to drop significantly. I hope all of you are safe and warm and you have plenty of antifreeze in your Packard(s).

We made a long-awaited return to the 1940 Houston Municipal Air Terminal Museum on Saturday, January 18th. Some of you know that our 1948 Deluxe Super 8 "sedan for seven" served there as an airport limo from 1948 to late 1954 when the new terminal opened. I had planned to bring it to our meeting. Unfortunately, I have a heel spur on my left foot and have to wear a huge boot for several weeks. No way I could operate the clutch wearing my boot; therefore, I will have to bring it home to the museum on another date.

We drove our '55 Custom Clipper instead. I avoid the Gulf Freeway when driving a Packard because there are so many accidents or construction activities. Saturday, I took a chance. We got about halfway to Pappas BBQ before we ran into a deadlock due to lane closures because of construction. The car eventually vapor locked blocking a remaining lane and it would not restart. While I was busy trying to navigate Hagerty's computer or AI emergency request line, a young lady in a white Toyota SUV pulled in front of us and started directing traffic. I thanked her profusely. She said she would hope someone would help her dad in a similar position. Plus, she has an old jeep and understands old cars break down.

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LONE STAR PACKARDS OF HOUSTON MEMBERSHIP RENEWAL 2025



**WE WANT
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IN OUR CLUB!
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DUES – NOW!**

Those that have not yet paid their \$10 membership dues for 2025 please do so ASAP. We want to know if you are staying in the club. Pay by cash or check payable to Lone Star Packards and **not payable to Tony**. He has trouble with the bank when checks are payable to him.

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By the time we were able to talk with a human at Hagerty, **Chris and his family** arrived with a tow rope and his Bronco. He pulled us to the shoulder and then he pulled us on the shoulder about a quarter of a mile hoping we could get off at the next exit. However, the feeder was as bad as the freeway. We sat there for about 15 minutes and were finally able to start the '55. We carefully drove on, exited, and got over to Pappas BBQ very late. Most members were finished with lunch by the time we arrived. We had planned to leave the museum early because we needed to be at a memorial service in Dickinson for one of Carol's friends and fellow Stuchbery Elementary School faculty alum. Reluctantly, we decided to skip the museum and turned the rest of the day over to assistant director, **John Lortz**.

We had a good group of 22 members and guests. Great to see **Caroline Calistrat and her son Andy. Gloria Mauer** won the 50/50 (again) and took home \$38. Everyone enjoyed the visit to the museum with a docent presentation, tour the old terminal, and checked out some exhibits. They also got to go out on the tarmac and watch some planes take off from a close vantage spot.

Due to health issues, the **Sartins** are liquidating the contents of their Car Museum including the many signs. If interested in any of the cars or signs, please give **Jack** a call and leave a message. I encourage you to make an offer if you are interested in any of the cars. We still have several others trying to re-home Packards.

Lenny Holzband selling the beautiful and fully restored 1941 120 Deluxe sedan.

Nancy Eudy would like to sell her late husband **John's** '49 sedan and also his Hudson. Both are stored inside but neither are running. **Nancy** would entertain offers. **Sherry Hairrell** needs to sell the fully restored 1955 Caribbean and the 1940 160 sedan. The 160 was a work in progress with a Villas Machine Works rebuilt 356 engine already installed. **J.C.** was in the process of installing a new wiring harness when he got too sick to continue. The interior is still very presentable. but like most 1940 models, the dash plastic needs to be replaced. If you can finish the work on the wiring, that could be a really good deal. Someone please help **Sherry** with these cars.

Juanita Jordon has **Ron's** '55 Caribbean. However, they are holding on to it a little longer so it can be used in a grandchild's wedding but you can still talk to her about it.

Just got an email from Keels and Wheels asking for entrants. We usually bring two Packards. I know we want to bring the '47 Custom Clipper but not sure of the second one. Please consider entering as it is a lot of fun. LSP always has a nice representation.

Stay warm and happy Packarding! Tommy

The Queen

Our 1948 141" wheelbase Deluxe Super 8 was purchased new at Houston's Meador Motors on Milam St in downtown Houston. At the time that area was called Houston's auto row. From 1948 to 1955 it served as an airport limo at the Houston Municipal Airport. At the time, the Gray Line Tour company had the franchise for the airport limo service. (I think regular taxi service was also available at a lower rate.) When we acquired our car, it still had the remnants of the Gray Line decal on the trunk. Gray line operated 3 Packards and two Chryslers out of the airport. I was told the mileage on our car was the lowest because it was used primarily to take guests to the Shamrock or Rice Hotels.

In late '54, the terminal prepared to close and new arrangements had been made for the new terminal. Gray Line decided to sell the limos and local collector Jim Tagliabue bought all 5 lwb cars. Jim was a retired anesthesiologist, and he had served in the Army Air Corps during the war. Jim collected and sold antique cars of all makes but his stock was always primarily Packard. His father had been a tech at Meador Motors so he favored Packard. The first time we saw the car, Jim drove it to a LSP meet hosted by Juanita and Ron Jordon at the hotel they owned on Jetero Blvd. Pretty sure that was in 1979. Jim said he had sold the limo to a fellow in the air force stationed in San Antonio. Unfortunately, he did not follow through on payments and he had to reclaim. Then it was sold to a couple our age here in Houston. They had some chrome work done and put new tires on it. Then they purchased a '47 Clipper and lost interest in the Limo. Jim was selling it for them. We went over to his warehouse on Little York Rd to look at it again. By that time, both Chryslers were gone as well as one of the Packards. There was a nearly identical '49 that the late members Harold and Nina Myers bought later. We were a young couple with two little boys and I did not want to write a check for the whole amount. It was only \$1,100 but that was a lot of money back then. I contacted the owner and he said give me \$200 and make monthly payments. We had ourselves a limo! It does not have the divider window so Packard referred to it as a "sedan for seven". Counting the driver, it was for 8.

Though we already had a '46 Custom, the '48 LWB quickly became the boys' favorite because of the jump seats. The '46 was a Custom but the previous owner had put a later 288 under the hood instead of rebuilding the original 356. It did not run right as I think the rear end ratio was wrong for that engine and the overdrive didn't work. I had bought a 356 but discovered an undisclosed crack repair that led to more grief. So, we began regularly bringing the limo to meetings. We went to a meeting at the Jordon's home and on the way home it really started missing bad. Allen Schmidt was a mechanic at the Ford dealer in Cleveland and he and his family were active in our club with their '55 Clipper. He checked it out for me and discovered it had a blown head gasket. He suggested since it had been in the warehouse so long that I should let him rebuild the engine and I agreed.

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"The Queen"

He picked it up and his bosses at the Ford dealer not only let him put it in a stall but they allowed him to buy all the engine parts using their name so we got them at their prices. I think seeing that Packard sitting in a service stall gave customers some confidence in the service dept.

We drove it a while before the moth holes in the original brown upholstery (Packard called it fawn) began to bug me. The late Doyle Bond said a fellow in South Houston had done a nice job on one of his Packards and we went to see him. The original material was called shadow cloth and was available in fawn, wine, green and dark blue. A big black car with a brown interior bothered me a little. I decided to use the correct material but change the color. Being more of a purist in my old age, I probably would not do that now but the wine color really made it look nice. In the 80's the late Mike Rigsby taught me how to paint with lacquer and helped me paint it. It looked sharp for a car painted in the driveway under the carport and lasted about 10 years. Then, a former member had his '40 coupe painted at Gold Seal on Telephone Rd. It belonged to a couple of brothers and one did upholstery and the other did painting. I originally let them paint our '55 and then also do the interior. They did such a good job we brought them the limo for a paint job when we picked up the Clipper and it got a professional base coat clear coat job.

As I said earlier, our boys loved the Limo and they grew up sitting in the jump seats and waving to crowds when we participated in parades and waved to fellow motorists when we were on tour or driving to a LSP meeting. When they were little, I told them it was our "Locomobile" as that was in one of their favorite movies. As the family grew, we could all pile in when going on LSP fall tours. I remember once we took it to the Orange/Beaumont area. There were only seven of us plus luggage then and we had a comfortable trip. People were amazed we brought only one car. After our last granddaughter joined us, we still used it in a Christmas parade with all eight on board.

In 2011, noted Packard author Robert Neal wrote a book about the 1948 to 1950 Packards. The ones often referred to by some as the "bathtubs". Robert called us to help with the research for the long wheelbase models. We sent him a lot of pictures and gave him what background information we knew about our car. We were honored when Robert featured our car with some text as well as four pictures in the Long Wheelbase chapter beginning on page 183. From Robert's research, I learned more about the origins of our car. Robert learned from his research that the 141" wb cars were never in any notes of board meetings or product planning meetings. The 1948 Custom Limo was introduced with the 356 CID engine and the 148" wheelbase when the rest of the Packard line debuted. Sales were slow and dealers began to tell Packard that commercial customers complained about the cost of the Packard. The dealers asked Packard to lower the price. Instead, someone, never identified in his research, suggested a second lwb line.

They already had the 141" chassis produced for the New York and other large cities taxi fleets. They decided to use that chassis and body, dress it up with the Deluxe trim, use the Custom's interior, and use the new 327 cid engine. It entered the market about three months later and sold for \$800 less than the Custom. Funeral homes, airport limo services, and other commercial customers happily accepted the slightly shorter models at a cheaper price.

We call her the Queen as our Packard collection has grown but she will always be the Queen of the fleet. She has been with us for 45 years. Our kids and grandkids grew up with her. She has probably appeared at the Texas Packard Meet more than any other car. I drove Chris and Jamie to their wedding in it and it has been used several other times for the weddings of friends' children. Though we have more valuable cars, market wise, it is invaluable to us. We love it!



Congratulations to Tommy Baccaro who won the David McDonald Participation Award as the member driving a Packard to the most meetings in 2024. He will receive a \$50 gift certificated from Max Merritt.

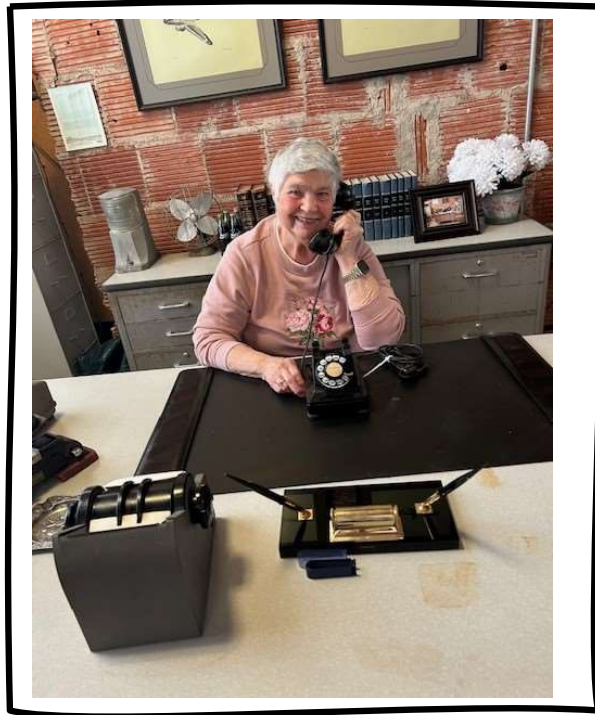
Laughing Matters

Apparently exercise helps you with decision making. It's true. I went for a run this morning and decided I'm never going again.



- 2 Vinh Phan
- 9 Nancy Eudy
- 18 Erika Gipson
- 19 Juanita Jordan
- 20 Karen Trokey
- 22 Diana Osborne
- 31 Lonnie Gipson

Juanita Jordan was once again the only January Birthday member present. Using a rotary phone!



2025 Events.....

January 18	Lunch at Pappas BBQ & Tour 1940 Houston National Airport Museum
February	Lunch at Spaghetti Western @ 1pm 1608 Shepherd, Houston
March	Stephen working on Funeral Museum
April 3-6	46 th Texas Packard Meet Holiday Inn Express, Salado, TX
May 3-4	Keels & Wheels Lakewood Yacht Club, Seabrook, TX
June	TBD
July	TBD
August	TBD
September	TBD
October	TBD
November	TBD
December	TBD

Tommy and Chris Baccaro need your recommendations for 2025 meeting sites. Any interesting place you want to go, let them know.

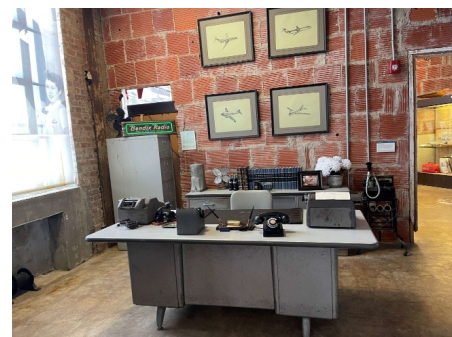
Membership 2024 Year in Review

New Members in 2024
Gloria Maurer – 2/24

Sadly, we lost 3 of our members:
February 4 – John Eudy
July 28 – Ben Carter
July 31 – Gail Supina

We are grateful and thankful for all our members, the time we share and the love we have of Packards.

Jan 18, 2024 Lone Star Packard Meeting







Regional Officers

Director:	Tommy Baccaro 832-905-3904
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Technical Pre-war:	Leon Ahlers 281-324-9393

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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