

The Owner's Manual

Lone Star Packards



November 2013

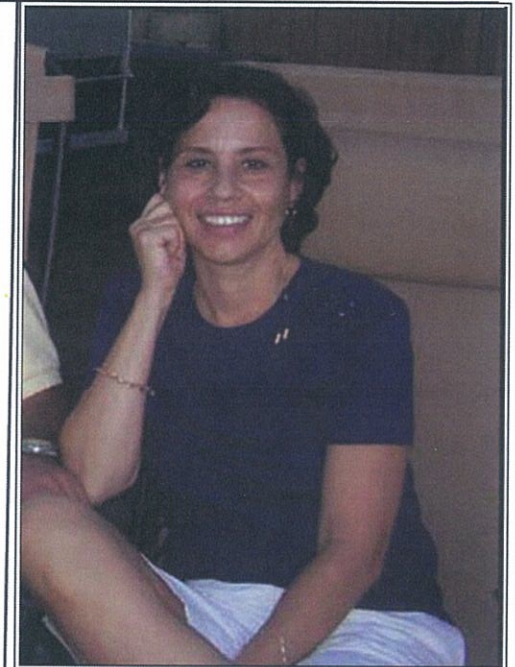
I went to the old airport and they let me in for the photo op. I've owned the car 3 1/2 years. Bought from an elderly man in Jacksonville, Tx. It's a 1935 Model 1201 Club Sedan, 4 door. It has a 130 HP straight 8 engine and a 134" wheelbase. The car is all original inside and out with only 24500 miles on it. I park it alongside my 1935 model 120 in my garage at home. I'm the 11th owner, but the car has always had Texas homes. (Dick Bautch)

THE OWNER'S MANUAL

PUBLISHED BY THE LONE STAR PACKARDS

November, 2013

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Mike Grimes*



Our club lost a dear member: *Marisol Honsberg.*
Marisol was born April 21, 1964 in Venezuela. She married Harold and they established residence in Texas. She passed away September 2, 2013 in Tomball, after a long fight with cancer.

Lone Star Packards was chartered by the Packard Automobile Classic (PAC) in 1964. Our Charter requires that Lone Star Packard members also be members of the Packard Automobile Classics.

LSP August Meeting

Thanks to Mary and Jay for hosting a great LSP meeting this afternoon at their home in Bellville. Prior to going to the Matthews' home we met at noon at Yani's Steak House where we enjoyed a great buffet.

There was a strong turn out with 35 counted at the restaurant. The weather was hot, as always in August, but we had two Packards, a '36 Ford, and a '55 Chevy. We welcomed the Darrows' neighbors who are car buffs. It was great to see Martha and Jamie Roberts from Fulshear, as well as prospective members, Jack and Rena Sartin, from Katy.

The Robert's have a '33 Packard at home in progress so they brought the Bell Aire convertible. The Sartin's were planning on bringing their '32 Packard but the fuel pump would not cooperate, therefore they brought the '36 Ford. Rich reported we have just under \$3,000 in the bank and Ben and Janice reported we have 45 members.

That represents about 85 Packards, thus we are doing our part to keep the legend alive! After the meeting Mike Calistrat showed a video of their Canadian vacation two years ago. We then checked out Jay's garage to see what he was currently working on - it seemed the REO was currently getting the most attention.

During the meeting we gave a few details regarding the September meeting at Hobby Airport's 1940 Municipal Airport Museum. We will meet on Saturday, 9/21 at 11 AM. There is an admission fee for the museum but in addition to the artifacts and displays you will also get to see more classic cars and also a number of vintage aircraft. They asked that we have the cars in place by 11 but we can leave when we need to leave. I am guessing we will probably leave around 1 and then go to a nearby restaurant.

We will start checking out the restaurants in the next week or so. Try to make this activity as I think it will be fun. More info to follow. October and November are available so if you would like to host one of these months, please contact Chris Baccaro, our activity director. November is traditionally the "fall tour" month but at this point we do not have a tour master and we may just have a regular monthly meeting.

LSP September Meeting

On 7/21/13, thirty four members of the Lone Star Region of PAC met at the Spaghetti Western Restaurant on North Shepherd. In addition to having a great turn out we were pleased to have two new couples join our ranks. Leon and Pam Ahlers from Huffman joined us and they are the proud owners of a 1941 120 convertible sedan. They purchased the car in Ohio and actually drove it home in the winter several years ago. Leon was an early member of LSP and actually has a vol. 1, issue 1 of the OWNERS' MANUAL'. Lynn and John Eanes live in Galveston and they own a 1954 Pacific Hard Top which they recently purchased from Charlie Ameer. Lynn and John own an auto repair company on the island. A big welcome to both of our new families.

The Baccaros attended the recent national in the Detroit area and as promised I gave a report and Carol and Anthony provided an album of pictures we shot at this event.

During the presentation about the events on our Monday visit to the Packard Proving Grounds, two of the "Ladies Of Packard" spoke at the luncheon. One was Fran Hale who was the secretary to Packard President, Hugh Ferry, and she was in that capacity during the transition to Jim Nance. She said Mr. Ferry was a wonderful man to work for and treated everyone like family.

She spoke of the very somber atmosphere around the executive offices when they discovered the true condition of Studebaker after the purchase was already finalized. For those not familiar with the history involved, the plan was for Nash to buy Hudson and Packard to buy Studebaker and then they would merge into American Motors with the ability to match G.M. line for line. Packard at the top and Studebaker at the bottom. Unfortunately the president of Nash died before the deal was completed and the rest is history. The other lady who talked was Mary Ellen Dohrs.

Miss Dohrs was one of the few female industrial designers in the field and she was actually the only female in her graduating class. She worked for an industrial designing firm that Packard hired to design the seats and door panels on the 55/56 Caribbeans and 400's. She designed the springs and their placements, the amount of foam, the extra padding

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in the rear cushion etc. She said she had nothing to do with the interior materials used to cover the seats and door panels and she thought Packard did that in house.

We also took a bus tour of Detroit which included a visit to the Packard factory on East Grand Blvd. How sad! At first our tour guide advised us not to get out of the bus but slowly but surely a few of us did trickle out to take pictures. One young man even got a brick to take home. We only stuck our head into the employee entrance to get a look at what was once the business office.

The grand stairway led up to the executive suit which Mrs. Hale referred to as "Mahogany Row." The really sad thing about the condition of the plant is that much of it was occupied by small commercial concerns until the mid 90's when the city evicted all the tenants in order to sell it at auction for back taxes. It turns out they did not follow all the proper steps and the true owner at the time got an injunction to stop the demolition and sale. Then the tenants did not want to risk moving back.

To see some great videos of the factory, google Brian Kaufman, Detroit Free Press and then scroll down to Packard Plant. He was our speaker at the welcoming party and he noted that since the factory is the largest abandoned industrial complex in the world, it is actually a tourist destination.

We headed south on Thursday morning, therefore Mike Rigsby picked up the Meet report from that spot. He was in charge of judging and fellow LSP member Jerry assisted him that day. He also shared with us that Mike Grimes once again won the Snodgrass award for the publication of the Owner's Manual. Congratulations to Mike G. for a job well done. In case you were not aware, Mike Calistrat has returned to the editor's desk but Mike Grimes is now taking the role of publisher. We are grateful to both of these gentleman for their service to our region.

Please add Leon and Pam Ahler to your roster, 144 Deer lake Rd, Huffman, 77336. The Eanes are already listed.

Happy Packarding, *Tommy*

A little trip down memory lane

by Tommy Baccaro

Growing up in Houston for almost 71 years I witnessed the early days of television in "H" town and also had a lot of personal insight into Houston auto dealers. Like most teenagers of the late 50s and early 60s, my buddy and I really enjoyed "hopping the bus" and going downtown to look at the new models in the showrooms.

In the past I have written about the Houston Packard dealers which included the distributor, Meador Motors, as well as Wendall Hawkins but there was also Bankston/Hall and Southern Motor Company. My grandparents bought their Packards from Southern. I suppose they bought the '41 from them because they were initially located on Harrisburg close to where we lived but later moved downtown. The last I heard Bankston/Hall was still in business in the Dallas area as some kind of G.M. dealer. Enough about the Packard dealers as we have covered them before.

Yesterday I saw a Gillman promo on television that boasted Gillman had been in business in Houston for 75 years. I don't remember what they are selling now. Seventy-five years is true, but they were originally known as Simpson/Gillman Pontiac and they were the only Pontiac dealer I remember until Gay Pontiac came along later. On second thought, there was a Frizze Pontiac in there somewhere and they may have been located on Harrisburg in the building once occupied by Southern Motors before they moved downtown. Frizzle also moved away from the east end but don't remember where or what happened to them.

Our son Chris has worked for Tommie Vaughn Ford in the Heights for nearly twenty years. Many native Houstonians still can sing or hum the Tommie Vaughn Ford tune that was played on the radio almost every time you turned it on in the 50's and 60's. They are currently Houston's oldest Ford dealer and they date back to the '50's. They have been in the same location all that probably dated back to the 40's

or even further. They eventually became Jacobs/Pearson when Mr. Pearson got up in years and his son in law took over management. I actually bought my jet black fast back '64 Galaxie XL from them. (I really wish I still had that car. I always intended to find one but the garage filled up with Packards and there is no place for one now) I don't remember what happened to them but they had a showroom on Leland and they used the old Southern Packard building across the street as their new car get ready dept.

Ivy Russell was still another Ford dealer dating back many decades. They are still in business on loop 610 as Russell and Smith Ford/Honda.

I mentioned early Houston television. Years before we had "mattress mack" jumping up and down on the screen we had Dodge dealer Art Grindle. I think he was originally a California dealer and thought he could plant his brand in Houston as the Mopar dealers of the time were really pretty reserved and low key. Art would ruin the hood or roof of a car jumping up and down on it telling the viewers what a great deal they could get. Can't remember how many years his dealership lasted out on Westhiemer but I don't think it was more than five before he went back to California. He probably took lessons out there from the famous "Mad Man Muntz". As I said, the TV ads for the other Mopar dealers were much more sedate. As you might recall, Plymouth was tagged on to every other dealership. So we had Burkett Dodge/Plymouth, Rosenstock Chrysler/Plymouth, River Oaks Chrysler/Plymouth which was started by Wendall Hawkins of Packard fame and there was also a Desoto/Plymouth dealer but the name escapes me.

I remember that Dean Warchow Kaiser/Frazer which later became Houston Kaiser/Frazer advertised heavily on Houston Wrestling. Long time Houston wrestling promoter Paul Boesch would stand next to a '53 Manhattan proclaiming this is America's safest car. He pointed out the padded dash, pop out windshield feature and the safety steering wheel. Houston Wrestling was the longest locally produced show in Houston and went on in the early 50's!

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My favorite G.M. brands have always been Olds and Buick. I think I have been told there was some connection between Sam White Olds and Southern Motors. Either the general manager or someone important at the Packard dealership left when it closed and started Sam White Olds. The other long time Houston dealer was Sam Montgomery Oldsmobile

My maternal grandparents traded their '49 Packard in on a '56 Rocket 88 sedan at Sam Montgomery. I later inherited that car and drove it my senior year and also through two years of college.

Buick-wise, the names I remember are Higgingbotham, Demontrond, and Al Parker. The Al Parker jingle was permanently printed in my mind from their many television commercials. Don't know what happened to the other two but Demontrond is still around.

Nash and Hudson had a face in Houston but I just cannot remember anything about the Hudson dealer. However, Vance and Sons Nash was downtown and it was probably one of the oldest dealers around. Don't know when they succumbed but I think they made it into the American Motors years and probably took on Hudson as well.

I am guessing that the oldest dealer I can remember was Mosart and Keller Studebaker. They had a nice showroom on half of the ground floor of a two story building downtown. The other half was the service department and the upstairs is where they kept the new cars. They took on Packard after Wendall Hawkins closed his doors. I remember going upstairs with my paternal grandfather and a salesman to look at a '58 Packard. He thought it looked too much like a Studebaker so he just traded the '50 Packard in on a Studebaker - that was his last car.

I don't know much about it but Smith Chevrolet on Washington claims to be Houston's oldest car dealer. It has been in the same location for decades. I also remember a Jimmy Green Chevy on Shepherd but don't remember what happened to them.

I am sure some prominent names in Houston auto history were left out but that is all I can remember at this time. Hope you found this little trip down memory lane fun.

Hush!

advertisement from Time magazine of February 1933.

There is a deeper significance in the quiet of the Packard Twelve motor than mere solace to your ears.

Such quiet is a reflection of standards so precise as to be almost incredible.

Would you believe that any manufacturer would carry the war against noise into the realm of inaudible sounds? Packard does so. By radio amplification, Packard locates and eliminates noises that the human ear unaided could not hear.

Would you believe any manufacturer could reduce even the noise of the wind as it rushes by? Packard has done so - by studying contours and angles, and re-designing them.

Such examples are typical of the lengths to which Packard has gone to produce the quietest motor car ever built.

What does this quiet mean in comfort, in motoring pleasure? Take a Packard Twelve out on the road and open the throttle. In a trice you're going faster than you've probably ever dared drive a car before. Yet you drive with a perfect sense of security. For there's no snarl from the motor to rasp your nerves. So quiet is the car you can converse in a normal voice while traveling a mile and a half a minute.

Today's Twelve is not only Packard's masterpiece - it is, we believe, the finest motor car ever produced in America.

Editor's note: Don't despair ! You can still buy a Packard Twelve. Ask me how.



Birthday Present

by Dick Bautch



On March 14, 2013, I got an email from Paul Norton in London, England. His father, Roger Norton, lives in Houston, in Eagles Trace, and is having his 90th birthday in mid-April.

My 1935-120 Packard is identical to his first car when he married his wife, Virginia, in upstate New York many years ago. Paul and his brother and two sisters wanted me to take the Packard out to them as a surprise for his birthday. I agreed, then found I could not get it started after sitting for 6 months. It turned out the carburetor needed to be cleaned and the accelerator pump leather had disintegrated. After checking many places, I sent the pump off to Daytona Parts Co. in New Smyrna Beach, Florida. They installed a new leather, I re-assembled the carburetor and the car started up. (They also identified this mystery carburetor as a "Marvel," an after-marked product sold by Western Auto years ago.) I took the car to Eagles Trace on April 13th and gave a great surprise to Roger and Virginia and their family. They all got rides around the grounds and loved it immensely. They took about 100 pictures and a couple of videos. (Pictured are Roger, Virginia, sons David and Paul, daughters Janet and Evelyn, and granddaughter Emily.) It was a happy ending to a beautiful day, and now my 120 is running again.

LPS Chat

by Carol Baccaro

The Baccaro family thoroughly enjoys the LSP Club meetings. It is nice to see and visit with friends. Oct. 20 we found out about the travels of many club members.

Steve and Dee Wanderman recently returned from a Hawaiian cruise which started in Vancouver. Dee is a quilter and during the five-day cruise to Hawaii, they enjoyed several days of sightseeing. Soon after returning home, a business trip took them to Wyoming, where it snowed. Talk about a contrast in weather!

John and Vivian Lortz traveled to Pigeon Forge, Tennessee, and of all things, happened upon a big car show. When they returned home, John was asked to accompany an elderly gentleman to Mississippi for the Cruisin' the Coast car show and cruise. A '69 Riviera was bought and the gentleman asked John to drive it back home for him. John said it drove "like a dream."

Shirly and Tony Darrow were joined by three other couples recently on a driving trip around Lake Superior. They flew to Minneapolis to begin the journey of 1,000 miles around the Lake. Beautiful scenery!

Mike and Caroline Calistrat did not attend the meeting as they traveled to Austin for a visit with their son.

The Carlson's, Stebenne's, and Trokey's were not in attendance as they are in the midst of cruising in the Northeast. In November we hope to hear what a fun time they had.

Last, but not least in the travels, I will take the time to brag about our six-week old grandbaby, Gianna, who was in attendance. This was her first long trip in the car!

Dale and Janice Musgrove were able to attend the meeting even though Dale spent a couple of nights in the hospital during the past week and will be undergoing outpatient treatment these next weeks.

Many of you know that Gene Oeding has had his '49 Convertible Victoria for sale. We are happy to announce it has been sold and will remain in the club. Jerry Ehrman is the proud owner.

A great big thank you to Juanita and Ron Jordan for setting up the meeting at Los Cucos. The food was delicious and the Jordan's treated us with the restaurant's Tres Leches cake, which was scrumptious!

Traveling near or far, it is always a treat to see good friends.

The Packard Side of Life....

by Bob Supina

M my first Packard was bought in 1963 from a junkyard in Buckingham, Pennsylvania ...a 1937 Twelve Formal Sedan for \$100. A couple of weeks later, I returned and bought the 1937 Super Eight Seven Passenger sedan...marginally running... for \$200.

The obsession had taken hold...I joined the AACA and the CCCA and discovered that the foremost Packard authority was Robert Turnquist, who lived 50 miles away. A phone call elicited a gracious invitation to visit his collection. Unfortunately, when I showed him the pictures of my two Packards, a chill set over the visit. Seems he had gone to the junkyard shortly before, purchased a 1939 Twelve and told the owner he would be back for the two 1937s...but he did not leave any deposit.

Was it Confucius that said: *A bird in the hand is worth two in the bush?*... at least that is what the junkyard owner thought, and he took my cash and sold me the two that Robert Turnquist wanted.

I joined IBM in 1964 and moved to Bowie, Maryland to support NASA on the Gemini Program. About that time I acquired a 1937 Twelve sedan and a 1936 Super Eight limousine, which was originally owned by "Sweet Daddy" Grace...founder of United House of Prayer for All People...in Washington, D.C... an equivalent of Father Devine in NYC. On both front doors of the Packard was 'House of Prayer for All People'. I drove the Packard to an AACA meet in Laurel, MD, and was told by club officials to NEVER bring that car to a meet again!

I joined all the Packard Clubs in 1967 and started a roster of existing 1937 Twelves and Super Eights.

In 1968 IBM moved me to New Jersey for 10 months...and back to Maryland. This time I lived...literally ... *'on the road to Damascus'*.

One day I had the garage doors open with the two Twelves facing out. Two members of the National Capitol Region of AACA stopped and asked if I would consider joining them to form a new Region of AACA, called Sugarloaf Mountain. Of course, I agreed and served as Secretary.

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In 1971 IBM moved me to New Jersey, so I sold all my Packards in order to purchase a 100 acre farm so that my children would learn the responsibilities of caring for cows, pigs, horses, and chickens.

In 1976 IBM moved me to Texas to work on the Space Shuttle. I had a department that developed a portion of the software for controlling the arm on the Shuttle, which is used to lift cargo out of the bay, and serve as a platform for Astronauts repairing the Hubble telescope.

It was around 1978, after building my house in Friendswood, that I found the hulk of our 1937 Super Eight LeBaron Town Car....and three truck loads of parts. I realized that I did not have ALL the parts, so I bought a totally disassembled 1937 Super Eight limousine in Sarasota Florida and brought it home. I also rationalized that I needed a car that was all together to assist in identification of parts and assembly, so in 1981 I went to a museum auction in Odessa, Texas and acquired our 1937 Super Eight English sedan, 'Lady Gladys'.

In 1997 LSP member, Joe Barnett, decided to sell his 1937 Super Eight Convertible Sedan. Bill Kendall had previously asked me to find a Packard for him, so I arranged for Bill to drive Joe's car. After driving the convertible, Bill thought it was too big... he preferred a smaller Packard..... so I bought it, and named it 'Madeleine' after my Mother.

In 1997, after retirement, I was living in Pecan Grove, outside Richmond. Every Wednesday, the Houston Chronicle threw a freebee paper onto everyone's lawn. Normally, I just threw it away, but one day I read it and saw an ad for an early 1925 SIX sedan in Galveston. Needless to say, it followed me home and became 'Irene'.

In 1998 I received an email from a chap in Florida. "My father restored a 1925 Packard and he died. My mother wants to sell it. How much is it worth?" I sent him a list of 20 questions. His answer was: "Actually, I don't know anything about the car...it is with my mother in South Chicago."

I had been planning a trip to Chicago to visit my daughter, Lauren, so I stopped in to see the Packard....a late Third Series (1925) SIX sedan.....and "Theresa" followed me home.

1999 was just around the corner, and plans were underway for a Centennial Celebration in Warren, Ohio, where Packard was born. I was asked to coordinate the invitations to owners of Town Cars and Cabriolets, since I was the Roster Keeper. I was successful in enticing 15 owners to display their Packards.

In 2003 I was invited to show our LeBaron at Keels & Wheels, The Concours Event in Seabrook, Texas. It was a benefit for children with Cystic Fibrosis. The LeBaron was positioned nose to nose with a Rolls-Royce Sedanca-de-Ville. The Rolls was awarded Best in Class, but the three children with CF choose the LeBaron as THEIR favorite. It was a double win for me, because having spent most of my IBM career on NASA projects, the trophy was presented to me by 'Buzz' Aldrin, who had walked on the moon.

2009 found another growing desire for a 110th anniversary gathering in Warren...named Opus II. Since 1937 was Packard's greatest sales year, an air-conditioned tent was provided for the display of the re-created showroom. I was able to solicit participation of 25 Senior Packards, including 6 customs. Of course, Gail and I brought 'Lazarus', who was prominently displayed at the front entrance.

For years I had simply called our LeBaron....'Baron', but in 2009 while we had the LeBaron on display at Classy Chassis in the Reliant Center...with the pre-restoration picture from 1978 on the running board, John O'Quinn's partner, Darla Lexington, stopped by and commented... "You need to call this car LAZARUS!"....and to this day the name has stuck.

In September 2010 I saw a solicitation in one of the periodicals for race oriented cars to be displayed at the Indianapolis Speedway Centennial to be held in May 2011. I sent a picture of 'Lazarus' with the comment.... 'This certainly was not a race car...but PROBABLY what the owners rode to the track!'

We received the invitation and took 'Lazarus'. The highlight of the event was driving on the track. Instructions were to drive 30mph single file, but approaching the 4th turn, Gail exclaimed..."We are on a race track! PASS SOMEONE!!!" As it happened, we were following a 1948 Tucker. Lazarus leaped forward. We now have photos of the back and the front of the Tucker... which sold 2 months later for \$3.5 million.

As Confucius said: "When you are on top of the mountain...there is only one way to go!"...and so ended the show circuitry for 'Lazarus'!
+++++

It was about 1978 that I rejoined PAC and joined LSP.

I believe it was back in the early '80s that I was Editor of The Owner's Manual. Over the passage of time I have served in other capacities...

FIRST Director to serve TWO consecutive TWO year terms, during which the By-Laws were modified to include TWO community oriented activities. Served as Assistant Director.. Served as Tour Master in 2003 for the Shiner Brewery and Painted Churches Tour..

Gail and I organized the Fall Tour in 2008, centered in Brenham...miniature horse farm...hay ride...milk cows...theatre....glorious country touring. Served as Pre-War Technical for many years.

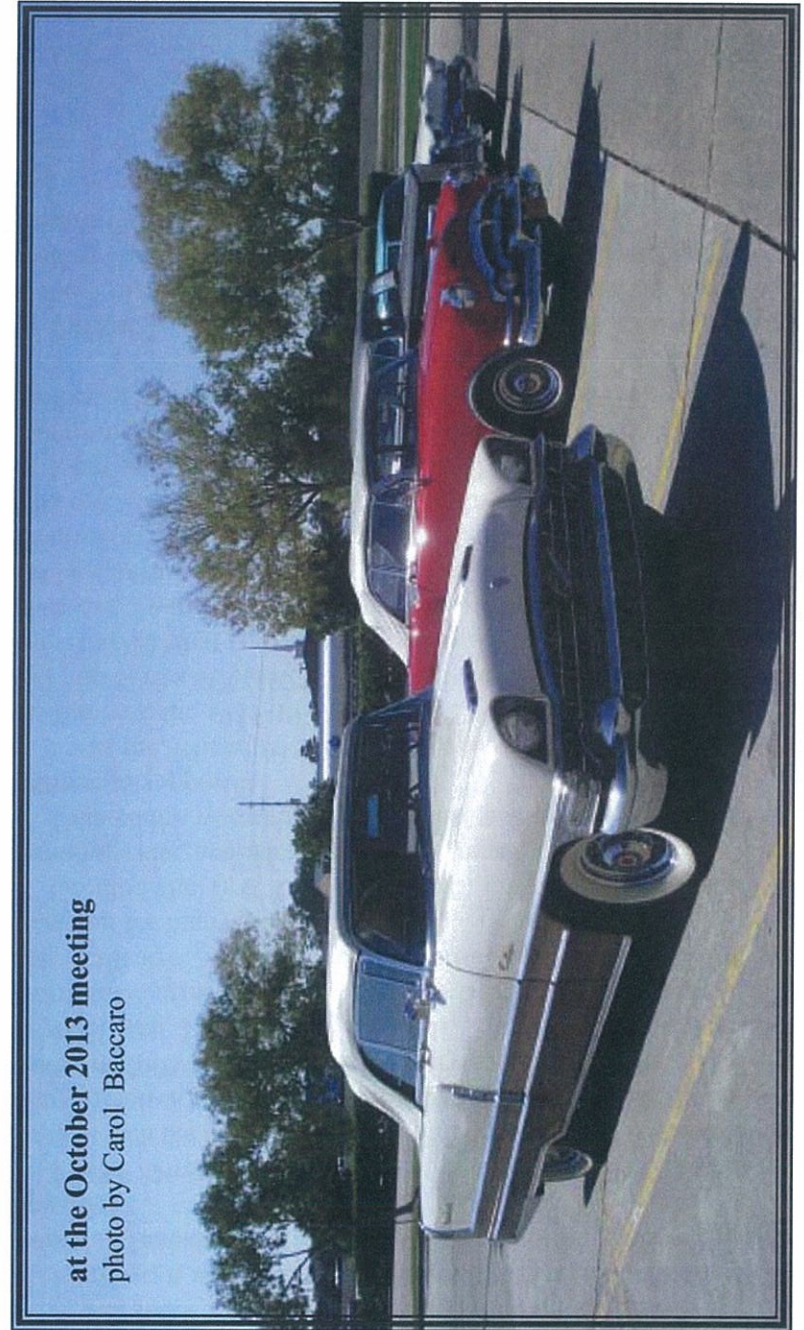
Created the first LSP web site....initially as a page on the Hemmings site, and later, a separate Domain of LSP.

Created the web site for The Texas Packard Meet in Salado, and continue to support it.

I was the official PAC Roster-Keeper for the 1937 Super Eights and Twelves, the 1935-1937 LeBaron Cabriolets and Town Cars, and the Third Series SIX (1925-1926) until the PAC VP of Roster Keepers DEMANDED that I provide him with a copy of all my data and future updates....which I had accumulated since 1967. I refused because for all those years I had promised owners that their information would be kept confidential and not broadcast....so PAC **fired me**....and that information is STILL confidential.

I am still working on my book about the 1937 Seniors.....
...have discovered it is easier to gather information than to put it together in a book which these great Packards deserve.

Packard Life goes on,.... We are enjoying back country roads in the Fulshear area with our Packards, traveling the world meeting Packard owners in other countries, and looking forward to more Packard adventures.



at the October 2013 meeting
photo by Carol Baccaro