



Director's Corner

Greetings Packard family!
 On October 15th, we had a really great meeting in the Heights area of "H" town. We met at one of our old favorites, the Spaghetti Western on North Shepherd Drive. This place has excellent food and the walls are covered with movie posters from the 60's and 70's western movies made in Italy. Due to Covid, we have not been there for the last three years. The food, the service, and the great air conditioner was much appreciated. Those of us who drove non airconditioned Packards were really happy about the a/c when we got inside. By my count we had 35 members and guest present. We also had 6 Packards.

During the meeting, **John Lortz senior** won the 50/50 prize of \$65! **Tony** reported on our money in the bank and we remain very solvent. **Ben** reported we have 53 families and between us we have 49 postwar cars and 49 prewar cars. Someone needs to buy something to break the tie! **Jan** reported on a story she is working on for the OWNERS MANUAL, and **Doug** said he needed some more cars for the feature section of the LSP website.

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Fort Bend County Libraries celebrated its 75th Diamond Jubilee Saturday, Oct. 8 at the George Library in Richmond. Founded in 1947 the library system saluted the fabulous '40s with a day of good old-fashioned fun. **Ron Orr** reached out to our members in the area to participate. **Ron** brought his 1957 Packard Clipper, **Lenny Holzband** displayed his 1941 Packard Touring Sedan, **Ben Carter** with his 1940 Coupe, and **Jack Sartin** brought his Falcon convertible. This was an added attraction to the festivities.



This Art Deco building opened in 1937 as the League City School. Thanks to the efforts of several city and school district leaders, with a lot of assistance from the local Historical Association, it has been remodeled and is now the community center. The building was scheduled to be demolished in just two weeks when the idea of repurposing it was hatched.

This is one of the photos will be on the cover of the League City Magazine. The historical Association frequently asks us to bring one or more of our Packards for various events. This is our 1940 160 club Sedan posing with Historical Association leaders.

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If your car has not been featured, send a picture and a short history to **Doug. Chris** reported on upcoming activities including next month in Rosenberg at the Old Railroad Cafe on the 19th and the Christmas party in Porter on Sunday the 4th. at the Pueblo Viejo Restaurant. **Chris** also reported that nothing is scheduled yet for January or February. If you have an idea, let Chris or me hear from you. **Leon** told of a gentleman his knows with a unique home site and will contact him about a visit to his private collection in the Montgomery County area for the first weekend in March. The gentleman owns several Packards so we may be able to pick up a new member as well.

Anthony and I had a real ordeal getting to the meeting due to multiple traffic jams on the Gulf Freeway because I missed the entrance to the HOV lane! Going home, we were really careful and got on the express lane going south and cruised at 60 plus all the way to the Clear Lake area.

We were very pleased to see a good representation of Packards in the parking lot behind the Spaghetti Western once we got there. **Johnny Scott** brought his really nice 1937 Packard Six to its first LSP meeting. **Johnny** almost got the hard luck award as he threw a hubcap, but was able to go back and find it. **Lonny** drove the green and white 55 hardtop (I think **Lonny** is way in the lead for the activity award.) **Doug and Maureen** brought the really cool '56 Clipper, **John Lortz senior** brought his alternator equipped 56 400, and **Anthony and I** brought our trustee 55 Clipper Custom. We later got to view **Ed and Mary's** 1929 626 convertible coupe.

Following lunch, we drove the short distance to **Ed and Mary's** sales and instrument repair shop on Yale. We learned that we had a lot of former music makers in our group with a predominance of Trumpet and Saxophone players. Before viewing the Fleming's car collection, **Ed** demonstrated how they remove dents from brass instruments. It involves a really strong magnet and a metal ball. He places the magnet on the dent on the outside of the instrument and puts a metal ball down the

horn. The ball instantly goes to the magnet, then he moved the magnet back and forth and the dents were gone. It was really a great demonstration! Outside we not only got to see the '29 Packard but an early Corvette, several classic Mercedes Benz cars and a red Ferrari Testarossa that got as much attention as the Packard. Ed has racing shoes to wear when driving the Ferrari as the pedals are so close together regular shoes are too wide.

A big thank you to **Ed and Mary** for hosting our monthly meeting. It was very informative and interesting visit on a lovely October afternoon.

Remember, if you have an activity in your community that involves your Packard, send a picture and story to Jan. It is important that we keep the legend alive.

Happy Packarding, Tommy

LSP October Membership Report

We have **53** families and a total of 99 people on our roster.

49 Pre-War

49 Post War

98 Total Packards

Email Ben if you have acquired another Packard or let one go. Also, any other information that needs to be changed. We want to keep our records as accurate as possible.

Thank you for your assistance.

44th TEXAS PACKARD MEET

Salado, TX

March 30 – April 2, 2023

As you know LSP will once again be in charge of registration and events at Salado. Preparation has already started. Please put this date on your 2023 calendar. We need our club members to be there.

The registration form can be found at:
www.TexasPakardmeet.org

HAPPY BIRTHDAY!

October Birthdays

4	Ed Fleming
9	Richard Wilken
11	Tracy Wilken
23	J.C. Hairrell
24	Robert Bucher
24	Larry Myers
26	Anthony Baccaro
28	Herman Dentler
28	Cash Lortz
28	John Payne
30	Kim Ess



Anthony Baccaro, Bob Bucher, Ed Fleming were the only October birthday guys at our October meeting.



2022 Lone Star Packards Calendar of Meetings and Events

January	Cancelled due to Covid considerations
February 26	Lunch @ Pizza Shack-tour of Bob & Gayle Bucher's home and car collection in Willis, TX.
March	No Meeting – Several Members Working on Salado
March 31-April 3	Texas Packard Meet – Salado, TX
April	No Meeting – Several Members Attending Keels & Wheels
April 30-May 1	Keels & Wheels Seabrook, TX
May 21	Lunch @ The Kenney Store. Tour Jay & Mary Matthews car collection in Belleville
June 18	Pueblo Viejo, Porter, TX hosted by John Lortz
July 2	Summer Picnic at Sartin's Car Barn
July 4 - 9	PAC 55th National Meet in Old Town Alexandria, VA
August 20	Lunch at The 401 in Bellaire & Jeff Pate's Elite Car Facility
September	Lunch at Rudy's BBQ in Webster
October 15	Lunch at Spaghetti Western & Ed & Mary Fleming in The Heights
November 19	Ole Railroad Café, Rosenberg, TX hosted by Patricia & Ron Orr
December 4	Christmas Lunch Pueblo Viejo Porter, TX

If you have an idea for a meeting during 2023, contact our Activities Director, Chris Baccaro.

The U.S. Interstate Highway System and its importance in U.S. society

The Interstate System has been a part of our culture as construction projects, as transportation and as an integral part of the American way of life.

The U.S. had state highways with a mix of paved and unpaved roads, old bridges, and narrow passages. Narrow roads caused unsafe travel conditions - oncoming traffic to run off the road and encounter added difficulty when reentering the roadway. Some bridges were too low for trucks to pass under. Many roads in the United States were impracticable and in some states these roads were poorly maintained.

How did it got started?

During World War II, Eisenhower had been stationed in Europe, where he had been impressed by the network of high-speed roads known as the Reichsautobahnen. This advanced European highway system helped the Allies. After he became president in 1953, Eisenhower was determined to build the highways that lawmakers had been talking about for years. His motivations for a highway network stemmed from three events: his assignment as a military observer to the First Transcontinental Motor Convoy, his experience in World War II where he observed the efficiencies of the German autobahn, the Soviet Union's 1953 detonation of the hydrogen bomb, which instigated a fear that insufficient roads would keep Americans from being able to escape a nuclear disaster.

Who planned it?

Instrumental in the logistics success following the D-Day landings was **Lt. Gen. Lucius Clay**. He was a key aid to Eisenhower during the war and when Eisenhower became president. he knew Clay, a West Point-trained engineer, was a respected troubleshooter, and effective administrator. In 1954, Eisenhower appointed Clay to head the President's Advisory Committee on the National Highway System. The so-called "Clay Committee" began work to develop a national highway plan, and its outcome was a report to Congress on the **National Highway Program**. The resulting "Grand Plan" required \$50 billion of federal funds over 10 years to build a "vast system of interconnected highways.

Our interstate system was built under the **Federal-Aid Highway Act of 1956**. This act was passed as a safety route for citizens to escape pervasive threat of nuclear attack in the United States and have the ability to execute the emergency evacuation of large cities and the quick movement of troops essential to national defense. Lawmakers made this as the main objective to achieve funding. Also, these highways were intended to alleviate so many poorly constructed roads which would they touted would save motorist costs of automobile repairs caused by traveling on previous roads.

The Missouri Highway Commission awarded **the first contract to begin building the interstate along the famous Route 66** in rural Laclede County, 160 miles southwest of St. Louis. However, construction on the first section of interstate actually began in St. Charles County, Missouri, on Aug. 13. Kansas and Pennsylvania have also made competing claims that their states were first to possess sections of interstate. The enthusiasm for a uniform system of roads, bridges, and tunnels was very high in 1956, nearly fifty years after the introduction of Henry Ford's Model T automobile. The building of the IHS, formally known as the Dwight D. Eisenhower National System of Interstate and Defense Highways, proceeded rapidly throughout the country, and by the early 1990s, nearly 45,000 miles of interstate highways were complete.

Not everyone was happy...

Unlike the earlier U.S. Highway System, the Interstates were designed to be an all-freeway system, with nationally unified standards for construction and signage. While some older freeways were adopted into the system, most of the routes were completely new construction, greatly expanding the freeway network. In densely populated urban areas, these new freeways were often controversial as their building necessitated the destruction of many older, well-established neighborhoods; as a result there were many [freeway revolts](#) during the 1960s and 1970s, several planned Interstates were abandoned or re-routed to avoid urban cores. Construction of the original Interstate Highway System was proclaimed complete in 1992, despite deviations from the original 1956 plan and several [stretches that did not fully conform with federal standards](#).

The cost of construction of the Interstate Highway System was approximately \$114 billion (equivalent to \$535 billion today). The system has continued to expand and grow as additional federal funding has provided for new routes to be added, and [the system will grow into the future](#). **In Houston – We are very familiar with continuous construction on I-10 and I-45!**

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Though much of their construction was funded by the federal government, Interstate Highways are owned by the state in which they were built. All Interstates must meet [specific standards](#), such as having [controlled access](#), physical barriers or [median strips](#) between lanes of oncoming traffic, [breakdown lanes](#), avoiding [at-grade intersections](#), no [traffic lights](#) and complying with federal [traffic sign](#) specifications.

How did they number the highways?

Interstate Highways use a numbering scheme in which primary Interstates are assigned one- or two-digit numbers, and shorter routes which branch off of longer ones (e.g., **our 610 Loop**) are assigned three-digit numbers where the last two digits match the parent route.

The Interstate Highway System is partially financed through the [Highway Trust Fund](#), which itself is funded by a federal [fuel tax](#). Though federal legislation initially banned the collection of tolls, some Interstate routes are [toll roads](#), either because they were grandfathered into the system or because subsequent legislation has allowed for tolling of Interstates in some cases. Today about one-quarter of all vehicle miles driven in the U.S. use the Interstate Highway System, ^[3] which had a total length of 48,756 miles.^[2]

A few interesting details

The four state capitals not served by the interstate highway system are: Juneau, AK; Dover, DE; Jefferson City, MO; and Pierre, SD.

Why is there no Interstate 50 or 60? Where the two systems, the routes and the Interstates, meet in the middle of the country it was decided that there would be **no Interstate 50 to avoid confusion with U.S. Route 50** which runs from Sacramento, CA to Ocean City, MD. **This is the same for Interstate 60.**

All highways going West to East start at I-10 in the southwest to I-90 in the north.

All highways going North to South are odd numbers starting in the West to East 5 – 95.





Guys giving Ed's Packard a thorough checking out!

Doug Carlson's '56 Clipper



Ed's Ferrari



Ed's '29 Packard
Cleanest engine I ever saw!



Johnny Scott's '37 Touring Sedan



Stephen Morris' '53 Mayfair



J. Lortz & Lonnie Gibson Packards in the family





2 Mercedes & Corvette in the back



Ed explaining his shop! Interesting operation!



Ed telling Tony how dents are removed from musical instruments

Baccaro's, Darrow's, John Dalton & Leon Ahlers



Lortz 's '56 V8 & Tommy's '55 Clipper



Front of Tommy' 55 Clipper & Stephen's 53 Mayfair

Tommy & Anthon Baccaro, Rena Sartin, Maureen Carlson, Bill Anderson.



An elderly man thinking his wife was losing her hearing went about 20' behind her and asked "Can you hear me sweetheart?" No reply. Moved to 10' and inquired again. No reply. 5' and not a word. A few inches behind ear, he asked "Can you hear me now honey"? His wife said "For the fourth time, yes."

I WONDER WHAT MY KIDS ARE GOING TO TELL THEIR KIDS... "IT WAS SO ROUGH BACK IN MY DAY, I DIDN'T GET A PHONE 'TIL 4TH GRADE AND SOMETIMES THE WI-FI DIDN'T ALWAYS WORK UP STAIRS."

A police officer called the station on his radio. "I have an interesting case here. An old lady shot her husband for stepping on the floor she just mopped." "Have you arrested the woman?" "Not yet. The floor's still wet."

Regional Officers

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Technical Post-war:	John Lortz

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.

The Owner's Manual/Newsletter is published monthly. Editorial office located at 1103 Pioneer Dr. Richmond, TX 77406 – [281-341-6595](tel:281-341-6595) - ben.carter47@yahoo.com.

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AND NOW ASK THE WOMAN WHO OWNS ONE**