



## ***The Owner's Manual***

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

Summer 2011

### ***In This Issue***



### **Ft. Lauderdale Antique Car Museum**

1527 Packard Ave. (SW 1<sup>st</sup> Avenue)

Ft. Lauderdale, FL 33315

954-779-7300

Visit: [www.antiquecarmuseum.org](http://www.antiquecarmuseum.org)

### ***FROM THE DIRECTOR***

By: Ben Carter

Summertime sure brings a slowdown to antique car activity and Lone Star Packards is no exception. The summer of 2011 has been the driest and hottest anyone can remember. Two of our members attended the national meet in Galena, Ill., and a third was scheduled, but his airline flight was canceled. Lone Star College/Conroe contacted me after seeing our website requesting us to bring some of our cars to an antique car show at their new campus. I told them that a one-week notice was way too short but that I would email our members in the area to see if anyone could participate. I drove a modern car to support the show and Keith Barker, who lives just 10 minutes from their campus, decided to take his beautiful 1930 725 five-passenger sedan. The best part was right after he arrived, along came Gary Stevens in his 1947 modified Clipper Taxi that we saw at Salado. Gary drove all the way from Rosharon. While we were enjoying a hotdog in the air-conditioned lunchroom, a gentleman who was there with his wife saw my Lone Star Packard shirt and introduced himself as David Teas. He said he is working on a 38 Packard in Spring, TX. He also said he was a member of our club some 25 years ago. I invited them both to join our club and I think they might.

Planning has begun for the rest of the year including monthly meetings, the Fall tour, and the annual holiday party. We need volunteers to help in all of these areas, especially the Fall tour. We are discussing staying close to Houston in the The Woodlands-Conroe-Spring area where there is plenty to do and see and a plethora of good restaurants. It is also an area that is easy to get to for many LSP members. Members who live in this general area can sure help with suggestions and contacts. We are looking at the dates of November 11, 12, and 13 but that could change depending on the activities that we can arrange. Please contact me or one of the other officers with your ideas to help make the 2011 tour interesting and fun.

### ***FROM THE EDITOR***

Is your Packard's picture included in our Lone Star Packards website? As you can see from Ben's article, we can make a positive impression for our club and for the Packard brand by having a great website. Doug Carlson has created a super site, but we need more photos of our members' cars. Please send Doug your digital photo or a high-quality photo that can be added.

Happy Packarding,  
Mike Grimes



## **PAC National Meet 2011**

By Mike Rigsby, Executive VP, PAC Inc.

The 2011 National Meet was held during the week of July 11 at the Eagle Ridge Resort in Galena, Illinois, with some 250 people in attendance along with about 75 Packards. All but two Packards were cars that were new to me. There were more early pre-war Packards on display than in the past. Also there seemed to be more 21<sup>st</sup> Series Clippers than in the past. Everyone's favorite Packard seemed to be John and Peggy Stewart's 1925 143 245 Touring Packard that they drove from Longview, Texas. They had this car at Salado back in April.

This year there was one required driving tour to qualify for judging; of course driving to the judging site in downtown Galena was eleven miles one way, so that could be considered another driving tour. We also had bus tours and river cruises. The weather was great the whole time except right at the end of the judging day when a light mist began falling for a short time. But since judging was over, that was not a problem. Several blocks along Main Street in Galena were blocked so we were able to display Packards along curbs on both sides of the street. The cars to be judged were on one side of the street and display cars were along the other. During the judging, Main Street was crowded with local folks as well as tourists. Cameras were everywhere.

Friday was another group tour day, but most of us stayed around the hotel or wandered through Galena. Then Friday night we had the awards banquet. Great food and great fun.

The vendors set up their wares inside the hotel and conducted sales Monday, Tuesday, Wednesday and part of Thursday. There were fewer vendors this year than in the past for whatever reason. However, the selection of parts seemed to be as good as usual. We really need to support our vendor friends.

The Board of Trustees meeting was held Wednesday morning during which time mainly routine business was handled. The Board approved invitations from several Regions to host future meets: 2012-Packards of Virginia at Williamsburg; 2013-Motor City Packards at Pontiac, MI; 2014 at Columbus, OH. One item of importance to a number of PAC members, regarding the use of radial tires, came up and referred to the Judging Committee for recommendation at Hershey on October 6, 2011.

Craig Handley will provide a full account in *The Cormorant News Bulletin*.



## **PAC National Meet 2011**

Photos by Tommy & Carol Baccaro



## LSP CHAT:

By: Carol Baccaro

“HOT enough for you?” How many times have you heard that this summer? Yes, it has been very hot and many Packards have spent the summer days in the garage while Packard owners have spent the hot, summer days indoors trying to stay cool. Some of us have taken some really “cool” trips. Some are still in the planning stages and some are anxiously awaiting the day they can leave their worries behind and travel. Here are just a few that I’ve heard about. Robby and Jeffrey Markman joined friends and drove to California for the National Kaiser/Frazer meet. They saw Packards galore in four different museums. Robby also toured an antique car museum in Dallas that houses a number of Packards. Earlier this summer Richard and Irina Mitchell vacationed in Istanbul and Moscow and had a great time. The last weekend of July they took the Stutz Bearcat and the 1931 Detroit Auto Show LaSalle Roadster and attended the 2011 Concourse d’elegance of America at St. John’s. August 17, headed for Pebble Beach where they show the Stutz Lancefield, the Bearcat, and the 1933 Stutz Monte Carlo. On another note, Richard said that the 1932 Packard Roadster is nearing completion and restoration has begun on the 1936 V-12 Coupe. Evelyn and Tom Timmins spent the month of June traveling. Evelyn was kind enough to sum it up for me and it goes something like this: “Tom and I were gone 25 days.....it was wonderful, but we longed to be home after about 12 days. We flew to Budapest and from there boarded a river cruise ship. We then spent two weeks comfortably riding down the Danube, the Main, the Rhine, all the way to Amsterdam. We made stops in Slovakia, Hungary, Austria and Germany. We then ended up for a week in Amsterdam. Although it rained 2 days, we did manage to see my relatives: sister, cousins, uncle, etc. Tom improved his Dutch a bit as well.” What a wonderful month of June! During the month of July, Tommy, Anthony, and I took a “road trip”! With Tommy doing most of the driving we traveled over 2,700 miles and went through 10 states (some states we traveled twice). It was a wonderful trip enjoying scenery in states we’d not seen before now. Going to South Dakota to see Mount Rushmore, Custer State Park, the Black Hills, and Badlands National Park was fantastic. That, along with a trip over to Galena, Illinois where we saw Packards at the National Meet had to be the highlights of our trip. We felt as though we were “roughing it” driving cross-country, but Chris, Jamie, Zoe, and Maya Baccaro really “roughed it” spending time at Garner State Park a couple of different times this summer! It has become a family tradition for them to camp out, swim, hike, and enjoy wildlife and nature at Garner. One of those campouts ended with a couple of days in San Antonio enjoying SeaWorld. Yes, in the Summer of 2011 when it is really “hot” vacations are “cool”, but it is always nice to be home.



## THE 1201

By: Dick Bautch

I purchased my 1935 1201 Club Sedan on January 25, 2009 from Ralph Crouch in Jacksonville, TX. The 1201 (a senior Packard) comes equipped with a 130hp, 320 cubic inch straight 8 Packard engine, weighs in at 4850 pounds, delivers a smooth ride on its 134 inch wheelbase, and cost \$2580 when new. My mother made \$800 per year teaching school in 1935. A new Ford was about \$500 that year. This special Packard shows just 24,250 miles and is still an all-original car. The difference between the four door Club Sedan and the four door Sedan is that the Club Sedan’s body is enclosed aft of the rear door. The Sedan design includes a window that is fitted behind the rear door so that the passengers in the rear seat can easily see out the side of the car.



Generally there were fewer Club Sedans sold. I have detailed the engine compartment and plan to leave the rest of the car in its original condition.

I learned of this Packard from Nelson Bates while attending the Salado Meet in 2008. A few weeks after Salado, I inspected the car and then made another trip to look at the car in June of 2008. I was ready to pass on the purchase. However, the November 2008 LSP meeting included a trip to Dick Burdick’s museum in Rosanky, and there I saw a 1980 postcard photo of the car. The fires of interest were reignited and I engaged in a three-month-long negotiation to purchase the Packard. The sticking point was a cracked exhaust manifold. They were trying to repair it without success, so I finally purchased the car with the cracked manifold off the car and had it repaired in Houston.

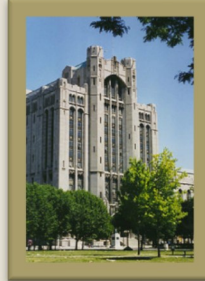
I have talked with all the living previous owners of the car and researched the owners who are no longer with us. I am the 11<sup>th</sup> owner of this Packard that has found a home in 13 cities, all in Texas, since it was sold new. In 1994 it was displayed at a small museum in Van Horn, TX. Ron Stone of KPRC’s “Eyes of Texas” program did a video of the museum and there are 4 small film clips in the show with this Packard in the background and center stage. My plan is to continue to tour the car and hope to bring it to more club functions. Like all Packards, it puts a smile on your face every time you look at it. (Editor Note: See a photo of Dick’s 1201 on Page 18.)



## Gentlemen's Coupe

By Bill Kendall and Mike Grimes

In August of 1934, Packard Motor Car Company once again used the Masonic Temple in Detroit as the venue to introduce the new models of the 12<sup>th</sup> Series. The Detroit Masonic Temple is the world's largest Masonic Temple. Located in the Cass Corridor of Detroit, Michigan, at 500 Temple Street, the building serves as a home to various Masonic organizations including the York Rite Sovereign College of North America as well as providing a venue for plays, other cultural events, and industrial trade shows. Architect George Mason designed the 4,400-seat auditorium, which contains a 55-foot by 100-foot stage. The building also houses the 9,600 square foot Crystal Ballroom and a 17,500 square foot display hall used for tradeshows. The Temple was designed in the neo-gothic architectural style, using limestone for the exterior with stone, plaster and metal for most of the interior designed by Corrado Parducci. The cornerstone was placed on September 19, 1922, using the same trowel that George Washington had used to set the cornerstone of the United States Capitol in Washington D.C.. The building was dedicated on Thanksgiving Day, 1926, containing 14 floors and standing 210 feet tall. On that day in August of 1934, nearly four thousand distributors, service Managers and dealers attended the introduction of the 12<sup>th</sup> Series.



In 1934 Packard's management faced two significant issues; the redesign of its high price point product and the introduction of a new small car. Unlike Cadillac who named its small car LaSalle, Packard's management decided that the small Packard would be called Packard. To execute this plan, a number of Management changes were implemented from 1932 to 1936. The names of these managers are heard again and again during the next few decades at Packard. In early 1932, Alvan Macauley's son, Edward, was named head of Packard's styling division. Roy Chamberlain became general sales manager of the senior cars in 1934. William Packer was hired from Chevrolet in 1934 to lead the sales effort of the new Packard 120. Due to his success with the 120, Packer became general sales manager for Packard in 1936. In May of 1934, Max Gilman, who was just 45 years old, was appointed general manager of the company. This change relieved President Macauley from the day-to-day issues of the company, which were numerous given the introduction of the 120 and the happy problem of managing the company's largest order backlog in four years. To help Gilman with production, George Christopher, who had recently retired from General Motors, was brought off his Ohio farm to manage the Packard production operations. Also in 1936, Hugh Ferry added the responsibility of company secretary to his existing role of company treasurer. So while Macauley saw the senior series Packard as a strategically important part of the company and while Packard management had been reserved and conservative like their elite clientele...change was in the wind... (continued next page)

## Gentlemen's Coupe (cont'd)

Bill and Sharon's Packard Super 8 1204-858 was delivered to its new owner by Packard Chicago in September 1935. A breath-taking metallic gray, 139 inch wheelbase, 150 horsepower, 4920 pound, \$3200 Packard with a passenger compartment for 2 people (yes, 2 people) stood in front of its new owner.



As a benchmark, a new 1935 Ford V-8 Deluxe 3 Window coupe held a list price of \$570. Many of these 2 passenger Packard 2/4 coupes (with a leather rumble seat) were used as the sports car of choice for the weekend trip to the country club or for a night on the town with dinner and dancing when the chauffeur was on holiday. Some of these coupes became the comfortable transport for the physician who was making his rounds at the homes of his wealthy patients, or perhaps it was the conveyance of choice for the spoiled brat teenager of the local millionaire. In any event, unlike the four door sedan, the 5 passenger coupe or limousine, the 858 body style was much more limited in its use.

Specifications, the Super Eight, Model 858:

- 139.5 inch wheel base, 17 inch wheels, shipping weight 4,920 lbs.
- 384.5 cu.in. straight eight engine, producing 150 horsepower
- English broadcloth wool interior with Carpathian burlled elm and American walnut wood trim, the rumble seat is leather
- Carpets are wool throughout.
- Standard equipment includes:

Adjustable ride control, Bijur Lubricating System, power assist brakes, golf doors; courtesy lights on the running boards, in the rumble seat compartment, the glove compartments, and interior cabin.

- Optionally equipped with:

A clock, radio, heater, dual sidemounts with mirrors, trunk rack, Trippe lights, white wall tires with beauty rings, a rear window shade, and Goddess of Speed mascot.

Original base cost: \$2,880.00; and as equipped, about \$3,200.00.

(continued next page)

## Gentlemen's Coupe (cont'd)

One of the issues for the owners of these high price point cars was that there was a very limited market for their used Packard. The NADA "Official Used Car Guide", effective June 9, 1939 to July 8, 1939, reports a retail value of this \$3200 (when new) Packard, to now be \$370 retail. Loan value was 65% of retail price. And we think cars depreciate quickly now? Or perhaps a better comparison today is a computer. What's a 5 year-old computer worth today compared to its cost when new?

Driving the 1204 is a truly unique experience. Looking down its 6-foot long hood, it is over 8 feet from your nose to the front bumper. With its almost 5,000 pound weight you would imagine you're getting ready to wrestle a bear as you drive down the road. Instead, with an ever so slight amount of movement, the 1204 drives effortlessly. The biggest challenge driving the 1204 is engine noise. There isn't any. So without a tachometer, knowing if the engine is idling, or if its time to change gears, requires an attentive driver. Of course the car will operate comfortably in third gear at 7 mph. So with the engine's remarkable torque capacity, highly effective steering gear ratio, and vacuum assist brakes, driving this almost 20 foot long 150 horsepower, near 5,000 pound 2 passenger beast, is a near unspeakable pleasure.



This 1204 was found by the Kendall's in Florida with its gray suit of clothes on. A really solid car with just over 40,000 original miles, you'd never guess that it was sold new in Chicago. While a great Packard, it needed a light restoration. So after several phone calls and many interesting conversations, Bob Anzalone of Manchester, Michigan was given the job of restoring the 1204-858. So as the project started, only a couple of new parts, all the rubber elements, and all the paint and upholstery needing refreshing. However, Mr.

Anzalone suggested that the car "was too good" not to do the whole thing up right and it must be reported that he was correct. Sometimes you hear of gray turning to black and it doesn't come out of a hair-coloring bottle, well this is the project. This metallic gray monument was turned into a sleek black beauty. Not just the opinion of the owner this time.

Here's a list of the award's, recognition and trophies this black 858 has collected since its restoration:

(continued next page)

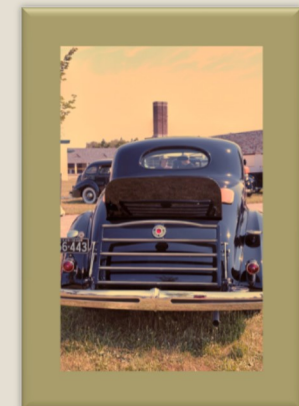
## Gentlemen's Coupe (cont'd)

Appearances and recognition:

- First; Primary, CCCA Annual Meeting Grand Classic at Novi, Michigan, January, 2004
- First; Senior, CCCA Grand Classic at Hickory Corners, Michigan, June, 2004
- Class Award; The Gilmore Museum Grand Experience Concours, June 2004
- Invited to, and appeared in, Bay Harbour Concours, Bay Harbour, Michigan, June 2004.
- First; Premier, CCCA Grand Classic at Deerfield Village, Michigan, July, 2004 (100 points)
- Class Award; Meadow Brook Concours d'Elegance, July 2004
- Best in Class Annual Packard Meet; Salado, Texas, April 2005
- People's Choice Award for pre-war Packards; Annual Packard Meet; Salado, Texas, April 2005
- Best in Packard Class; Lakewood Yacht Club's Keels & Wheels Concours d'Elegance, May 2005
- Second Place for pre 1936 cars; Reliant Park's Classy Chassis benefit for United Cerebral Palsy of Houston, June 2005 (First place went to John O'Quinn's 1932 Chrysler Imperial LeBaron)
- Best in Class, Annual Packard Meet; Salado, Texas, April 2006
- People's Choice for Pre-war Packards; Annual Packard Meet; Salado, Texas, April 2006
- First in Class 3A; Nat'l Packard Club Meet, Detroit, Michigan, July 2006 (397 out of 400 points).
- First Place in Packard Class, the featured marque at Reliant Stadium's Classy Chassis Concours d'Elegance, May 2009

A great Packard, a great Senior Packard, a great Super 8 Senior Packard, a great Super Eight Senior Packard hand built by craftsman and recognized by all as a really unique classic beauty unmatched by today's high price point mass produced cars.

I'd rather be driving a Packard.



## ***Ft. Lauderdale Antique Car Museum***

By: Dr. Robert Jacko, Ph.D., P.E.  
Packard Restoration Engineer for the Museum

The Fort Lauderdale Antique Car Museum is a 28,000 square foot high Bay facility which is immediately west of the Broward Medical Center and whose restoration shop is bordered on the east by the Flagler railroad tracks. This museum is a private Packard automobile collection started by Art and Shirley Stone in 1945 following World War II. The museum houses 39 fully operational Packard automobiles manufactured in production years from 1909 through 1958. Among these Packards is a 1916 Twin Six ladies embroidered carriage automobile, a dozen Twin Six and V-12 engined Packards from the teens; twenties and late thirties as well as the very fire truck that served the Packard Proving Grounds.



In addition, the museum has extensive collections of Packard motor meters, cigar and cigarette lighters, rubber tire ash trays, early automotive porcelain metal signs, spark plugs, oil cans, engine diagnostic tools, early engine machine repair tools, a chassis with engine, wheels, tires and engine accessories. There are literally thousands of pieces of memorabilia in formal display formats. A library containing thousands of books, magazines, flyers and period newsletters are available. Music from the Packard era plays in the background as visitors move through the exhibits. There is a theatre where Edward Hermann narrated videos of the history of the Packard Motor Car Company can be seen. Additionally, a gallery of memorabilia dedicated to President Franklin D. Roosevelt is located within the facility.

The museum is regularly used for corporate dinner functions, fundraisers, private parties, special events, and weddings. Private and group tours are regularly given. The museum is a non-profit 501c3 foundation whose facilities are offered, often at no charge, to community groups and organizations.

Continued Next Page

## ***Ft. Lauderdale Antique Car Museum (cont'd)***

The museum is open Monday through Saturday, 10am to 4pm. Fee is \$8.00 but for seniors 65+, \$5.00 and free for children under 12. (Editors Note) Just a 15-20 minute drive north of the Fort Lauderdale airport, many Packard lovers, including your editor, have taken a cab from the airport to see the museum by scheduling a long connection time between flights. Only about 30 minutes from the Ft. Lauderdale cruise ship terminals, other Lone Star members have seen the museum by taking some extra time either before or after a cruise.

Your support of this remarkable collection of Packard history is much appreciated. Photos of some of the Packards at the museum can be found at [www.packardinfo.com](http://www.packardinfo.com). Use the search engine for "Ft. Lauderdale".



## Lone Star Activities

By: Robby Markman

LSP has had a very active and productive year so far. We kicked off 2011 with our January meeting held at the Bacarro's house in League City, following lunch at a nearby barbecue restaurant.

In February, Ben and Jan Carter were able to obtain a nice facility operated by United Way in Stafford for us to have sandwiches for lunch. This was followed by a performance at the nearby Stafford Center by the Fort Bend County Orchestra, which was very enjoyable.

Ron Jordan put on a great meeting for us in March, at the central campus of the University of Houston, which included a great lunch in the restaurant at the Hilton hotel, followed by a visit to the Hospitality Industry Hall of Fame and Hilton Hotel archives on display there.

April 1st through 3rd found many in our group at the 34th Annual Texas Packard Meet, in Salado. For the May 15th meeting, we enjoyed a meal at Bourdreaux's Restaurant and then toured the automobile collection of Gene Glover. In June, a number of us enjoyed a meeting in Bellville, at the home of Jay and Mary Matthews. July was the Packard Club National Convention and was attended by several of our club members.

Our August meeting will be held in the Memorial Park area. Details to follow soon regarding our club's Fall tour. Finally, if you have an interest in hosting a club meeting, please let me know. December will be the annual LSP Christmas Party, location to be determined.



## Tech Tips for Post War Packard Electrical Parts

By: Dale Musgrove

When replacing Packard electrical parts, like points, condenser, rotor, cap and coil; be sure that you know the manufacture of that part. Packard used two major electrical companies, Delco Remy and Auto-Lite. You can tell the name of the manufacture by locating a metal plate on the distributor, generator or starter body. You will need that info along with the part number when locating the replacement. A good place to start is Terrell Machine. (Editors Note: there is a parts interchangeability list on website [www.packardinfo.com](http://www.packardinfo.com). Some parts can be found at a local parts store if you know the generic part number.) There were some major parts like generators and starter parts that will interchange with General Motors and Chrysler autos of the same time period. Spark plugs that Packard used were mostly made by AC and Champion. When trying to locate parts, it is always best to look for the parts store that has been around for the longest time. Good luck in locating your parts.



## Six or Twelve Volts

By: Mike Calistrat

I have been struggling with the engine of my Twelve for about a year. Recently I decided to take it to a friend's shop, and it died on the way. I had the Twelve towed to the shop. Once there I told the owner that I was giving up on getting the engine running smoothly again and that he should do whatever is necessary.

He concluded it is a carburetor problem. I have an engineering degree in "internal combustion engines" which means I have been taught the details of design and operation of car engines and airplane turbines. Therefore, I took the carburetor apart and found nothing wrong with it. Nevertheless, the engine still had no power. While the car was in the shop I decided to add power steering. The combination of a heavy car and an old driver (ME) made it difficult to steer. Once the power steering was installed, and as the shop owner gave up in fixing the engine, I took the Twelve home, never exceeding 20 MPH.

The story continues. In the process of the initial restoration, I replaced all the ignition components, which included, evidently, the coils. So one by one I eliminated all the possible causes for the lack of power. I decided to check again the ignition timing. Placed the RPM gage on the left bank, and got 600 RPM. Checked on the right bank and got ZERO !!!!!. The right side ignition coil was shorted.

I had to find out why did this had happened, as it was practically a new coil. In my long experience with solving problems at refineries, I knew that talking to people solves many equipment problems. So I talked at length to the shop owner. And there it was! As the battery was discharged he replaced it with a TWELVE VOLT battery, and he burned out the coil at which the points were closed! He never told me this!

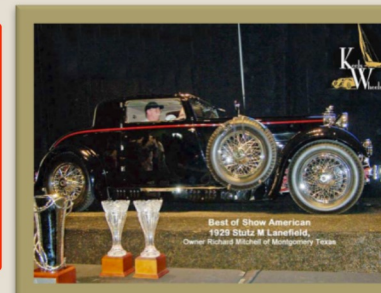
I replaced the defective coil (yes, I could buy a SIX VOLT coil at any car parts store, for just \$16) and all my problems disappeared! All twelve cylinders work, the engine has LOTS of power, and starts at the touch of the button.

*The moral of the story: Use SIX VOLTS in a six volt system!*



## Mitchell's Win Best of Show at Keels and Wheels

**NEWS FLASH!**  
**Mitchell's Place**  
**2<sup>nd</sup> In Class D2**  
**Pebble Beach**  
**Concours**



## ***Keels and Wheels, 2012***

By: Tom Timmins

During the past 16 years, the Keels & Wheels Concours d'Elegance at Lakewood Yacht Club has established itself as one of the premier concours events in Texas and the nation. As Keels & Wheels prepares for the 17<sup>th</sup> annual Concours d'Elegance, scheduled for May 5-6, 2012, they reflect with pride on having contributed in excess of \$1 million to charity. With the help of valued sponsors, exhibitors, and volunteers, Keels & Wheels has supported many worthy charities, including the Leukemia Foundation, The Houston Symphony, Boys & Girls Clubs of Greater Houston, Houston PBS, the Galveston Bay Foundation, the Bay Area Turning Point for battered women and abused children, the Carroll Shelby Children's Foundation, and its primary charity the past few years, Boys & Girls Harbor.

We now know that Worldwide Auctioneers, who had partnered with Keels & Wheels for the past 8 years, has scheduled a concours event in the Houston area for the same date in 2012. It is unfortunate that they selected the same date. I hope that the Lone Star Packard members will continue to support the Keels & Wheels event as they have in the past. Planning has already started for the 2012 event. Lone Star Packards is fortunate to have many cars that would be welcome at any concours. When you are contacted about bringing a car to Keels & Wheels, I hope you will give a big "thumbs up."

I am confident that Keels & Wheels will continue to produce one of the top concours events in the country and contribute another million dollars in support of local worthy causes such as the young men and women of Boys & Girls Harbor. With your continued support, it can happen.



---

## ***12<sup>th</sup> Series Super Eight Compared to 14<sup>th</sup> Series Standard Eight***

By: Mike Grimes and Bill Kendall

There were less than 400 Senior 2/4 Passenger Coupes built from 1934 to 1936, less than fifteen remain on the rosters of the PAC and other Packard Clubs. Therefore it is very interesting that the Lone Star Club has two of these great cars, a Concours winning 1204 Super 8 2/4 Coupe and the editor's very nice 1401 Standard 8 2/4 coupe, both sleek and both black.

To complement the article on Bill and Sharon's great 1204, let's compare these two Packards to see what the buyers in 1935 and 1936 were offered. So rather than list all the items that are the same, let's focus on what is different.

continued next page

## ***Super Eight versus Standard Eight (cont'd)***

First of all there must have been someone in authority at Packard who felt that a 13<sup>th</sup> Series would have acceptance problems in the marketplace. So the 12<sup>th</sup> Series Packards were built from August 1934 to August 1935 and the 14<sup>th</sup> Series from August 1935 to September 1936. These dates can lead to the speculation that since Bill and Sharon's car was delivered in Chicago in September 1935, perhaps it was a custom order that was one the absolutely last 12<sup>th</sup> Series built of its body style, or maybe it was driven by the owner of the dealership and transferred from the dealership to him since it could no longer be claimed as a demonstrator, or it was in fact a demonstrator and sold to its new owner at the end of the 12<sup>th</sup> Series. So while you would think that having a Super 8 demonstrator is unlikely in the economy of 1935, stranger things have happened. Mike and Dixie's 1401 was delivered in August 1936 in Long Beach, CA. Once again you can speculate that their Standard 8 2/4 Coupe was also a demonstrator or the dealership owner's car since the engine's production number indicates an early 1936 assembly date. What stories these cars could tell!

Let's start our comparison with price. The 1935 Super 8 1204-858 sported a base equipment factory price without accessories of \$2880 while the 1936 Standard 8 1401-918 on the same basis was offered at \$2470, a difference of \$410. Remember you could purchase a new Ford coupe in 1936 for about \$500. So, you could have a Super 8 or a new Standard 8 plus a new Ford for about the same price. Of course if you were paying almost 5 times the price of the new Ford for a Standard 8, why not just get 5 Fords and forget the Packard. So let's see what the buyer of the Super 8 received compared to the Standard 8.

Technically the largest difference between these two great Packards is the engine and the systems that supported the vehicle.

	Super 8 1204	Standard 8 1401
Displacement (cu. Inches)	385	320
Cylinders	8	8
Bore (inches)	3.5	3.1875
Stroke (inches)	5	5
Horsepower	150	130
Radiator Fan	21 inch, 4 Blade	19 inch, 4 Blade
Rear Suspension Springs	60.5" X 2.5"	60.5" X 2.25"
Vehicle Weight (lbs.)	4935	4735
Wheelbase (inches)	139	134
Turning Radius	23 ft. 8 inches	23 ft. 4 inches

CONTINUED NEXT PAGE

## Super Eight versus Standard Eight (cont'd)

There was little exterior and interior difference between the 12<sup>th</sup> and 14<sup>th</sup> Series Packards. The Packard designers added chrome strips to the headlight housings on the 14<sup>th</sup> Series and slightly sloped the top of the radiator toward the windshield. However the Super 8 was a full five inches longer in wheelbase. Based on measurements taken of the actual 1204 and 1401, the distance from the leading edge of the running board to the front bumper, the 1204 measures 84 inches while the 1401 measures 77 inches. This difference in hood length gives the 1204 a much more impressive appearance compared to the vast majority of 1935 and 1936 cars. Technically, another difference is that the clutch bearings on the 14<sup>th</sup> Series were permanently lubricated.

In addition to the engine differences there were several upgrades of the interior on the Super 8. First of all the horn button of the Super 8 displayed the Packard Crest in full color. The horn button of the Standard 8 was a simply set of rings that followed the circumference of the horn button's round shape. Buttons were added to the Super 8 seat coverings plus the door panels of the Super 8 were enhanced with additional layers of window molding detail. Great cars in both cases that were worthy of the significant prices paid by owners who wanted to be in the select group who could respond with authority when replying to someone who:

*"Asks the man who owns one".*



Bill & Sharon's  
1204-858  
PAC National  
July 2006



Mike & Dixie's  
1401-918  
Classy Chassis  
June 2011



## The 1201 (cont'd)



Dick's  
1201-816  
Club Sedan



Patrician Industries, Inc.  
22644 Nona  
Dearborn, MI 48124

Extensive Stock of  
Packard Parts and Accessories

Joel Ray, Marvin King  
(313) 565-3573  
<Packards1@aol.com>

*We purchase Packards and parts. Inventories, large and small!*

Packard

JOHN ULRICH  
PARTS FROM 1928-47



4184 Garden Lane, El Sobrante, CA 94803  
Phone/Fax : (510) 223-9587

NO HASSLE GUARANTEE

*julrich2847@att.net*

**alphagraphics**


DESIGN ■ COPY ■ PRINT ■ COMMUNICATE

**Willowbrook**

**281.890.0200**



## OUR SPONSORS



**VILAS MOTOR WORKS**  
Precision Automotive Machining

**John Vilas**  
Owner

901 S Texas Ave  
Bryan, TX 77803

Phone: 979-775-1633 Fax: 979-822-2436  
Hours: Mon- Fri 7:30 to 5:30  
EMail: info@vilasmotorworks.com  
WWW.VILASMOTORWORKS.COM



**1-800-472-2573**

**AUTO \* MARINE \* FURNITURE**

**CUSTOM UPHOLSTERY**

RKDUKE18@HOTMAIL.COM  
22541 Ford Rd  
Porter, Tx. 77365  
**281-354-6473**

**DUKE'S**



**LILIKES, INC.**  
AUTO COLLISION & FRAME CENTER

**Amos Caballero**

713.921.0088  
fax: 713.921.5053  
amosd@lilikes.com  
www.lilikes.com

7110 Avenue C. Houston, TX 77011

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.

The Owner's Manual is published quarterly. Editorial offices are at 144 Red Sable Dr; The Woodlands, TX 77380; 281.793.3377; mlgrimes@gmail.com

# THE OWNER'S MANUAL

PUBLISHED BY THE LONE STAR PACKARDS

WWW.LONESTARPACKARDS.COM

WINTER 2011

VOLUME 46, NUMBER 1



### Regional Officers:

Director: Ben Carter  
281.341.6595

Asst. Director: Tommy Baccaro  
281.338.0156

Treasurer: Rich Trokey  
281.371.0498

Secretary: Karen Trokey  
281.371.0498

Membership: Bill Kendall  
713.623.7616

Activities: Robby Markman  
281.752.0098

Technical: Bernie Stebenne  
(to 1942) 281.347.3746  
Tom Timmins  
281.338.1967

Technical: John Lortz  
(Postwar) 281.354.4034  
Gene Oeding  
713.941.5047

Newsletter: Mike Grimes  
281.793.3377

Historians: Carol Baccaro  
Anthony Baccaro

### Calendar of Events:

Sept 11-15: Annual Henry Joy Tour; Clinton, NJ

Oct. 5-8: AACA Meet and Car Show; Hershey, PA

Oct. 9 The Packard Truck Meet  
York Springs, PA

Nov. 10-13: 1<sup>st</sup> Annual Packard Laughlin River Fun Run; Laughlin, NV Sponsored by [www.PackardInfo.com](http://www.PackardInfo.com)

Nov. 13 29<sup>th</sup> Annual Florida Fall Packard Meet; Sarasota, FL

### Events in 2012

March 30 – April 1; 35<sup>th</sup> Annual Texas Packard Meet; Salado, Texas

May 11-12; All Packard Swap Meet; Frederick, MD

June 3-8; 6<sup>th</sup> Henry Joy Tour; Stockbridge, MA

September 17-21, 2012: 47<sup>th</sup> Annual PAC Meet; Williamsburg

### August Birthdays:

7 Rich Trokey  
16 Keith Barker  
21 Dee Wanderman

### September Birthdays:

13 John Lortz  
15 Janice Carter

### September Birthdays:

15 Ann Stebenne  
25 Doyle Hinds  
25 Richard Mitchell

### October Birthdays:

9 Harold Honsburg  
10 Irina Mitchell

### October Birthdays:

11 Bernie Stebenne  
16 Nancy Ehrman  
22 Mark Sweeney  
24 Larry Myers  
26 Anthony Baccaro  
26 Richard Hardin  
31 Pat Trimmier