



## *The Owner's Manual*

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Winter 2012

### *In This Issue*



## *The 1947 Packard Clipper*



### *From the Director... Tommy Baccaro*

Well here I am again! I did not think I would be writing another of these columns for a while, but due to Ben's health problems, I will be finishing out his term as Director. We are happy to report he is much better now. Our region had a great 2011 featuring a meeting every month and a large contingent of our members making the annual trip to Salado. One new twist was a one-day mini tour in November that took the place of our traditional three-day fall tour. It was so successful that we may use a similar format this coming November. We also can brag about having a great newsletter and a great website. Many clubs have neither, so we are lucky.

About thirty members have sent in their renewals. This means we still have about a dozen who have not. Bill Kendall will be sending out reminders, as we do not want to leave anyone out! The sooner we get everyone signed up, the sooner we can have a completed 2012 roster.

This year will mark the 35th anniversary of the Texas Packard Meet. Years ago there was a Packard International chapter in San Antonio and PAC chapters in Houston and Dallas. We had been traveling to San Antonio and visiting that club in the Fall and then they would come visit us in the Spring or maybe it was alternating years - I don't remember. Our late LSP director John Belmar suggested a meet where all three clubs would get together once a year. After a phone call to Jim Hollingsworth in Dallas, well, the rest is history. I hope we have an even larger contingent for this historic meet since it is the 35<sup>th</sup>. We have received great coverage in various publications and websites, so I am anticipating a big meet! I am sure there will be at least one caravan from here to Salado and we will get you details soon. I have made the arrangements for us to have our annual steak dinner in the private room of the Oxbow Steak House in Belton on Saturday night if you do not want to go to the Stagecoach Inn for dinner. In the meantime, get your Packard(s) serviced and ready to roll.

Doug continues to develop the website. He has pictures of twenty-four member's cars and would be happy to show more. Send him a picture of your car. Also, he has a feature car every quarter. Send a nice picture of your car and a paragraph or two about it and he will use it in the future.

Several months ago we developed a resource list of service or parts providers that is now listed on the website. As you experience positive results with local vendors, please send that information to Doug so he can add it to the list.

See you at the Calistrat's on February 19th.

Happy Packarding, Tommy



## **LSP Chat**

By Carol Baccaro

The year 2012 is here. Many years back when I was a little girl 2012 might have seemed like Peter Pan's "Neverland". With all of today's technology including all the gajets we see in cars, there is still a need for looking back to the good ole' days and cruising the roads in a Packard. Packard ownership, running, and cruising is what brings all of us together. In December we had a wonderful Christmas luncheon at the Bay Area Blvd. Zio's. Then we traveled a short distance to Tom and Evelyn Timmins' beautifully decorated home for a short meeting, great visiting, and scrumptious desserts prepared by Evelyn.

The January meeting was a "potluck" lunch held in Katy at Rich and Karen Trokey's. We had good food, good friends, good visiting, good hospitality, and a "not so good" Texan football game. Oh, well—maybe next year! By the way, a nice "Yard of the Month" sign at the Trokey's, visible to all who came to the meeting, was placed there by their HOA. Congratulations to the Trokey's.

I am happy to report that Ben Carter is on the mend and Bernie Stebene has received good reports from his check-ups. Speaking of Bernie, you should see his beautiful, new running boards which now rest on the '40.

Gail and Bob Supina celebrated Gail's 18th birthday (again) with a trip to Europe touring the countryside and villages from the Swiss Alps, to Italy, then Germany. Then on January 6, the Houston Chronicle ran an article in the "In Motion" section about their LeBaron Town Car that was featured in our last "Owner's Manual".

Also in December, the Timmins' and Baccaro's participated in the Friendswood Christmas Parade. Tom and Evelyn drove their decorated 1920 Packard and the seven Baccaro's piled into the decorated 1948 Sedan and enjoyed the cheers of the spectators. The biggest cheer probably came from Greg and Pauletta Jeter who sat at the table as they judged the entries in the parade. What a surprise to hear nice remarks about the Packard over the microphone from a Christmas Parade judge who actually knows about Packards!

The '48 brings up another tidbit of news. Robert J. Neal, noted Packard historian and author, just published a book, "Packard 1948-1950". He and Tommy spoke two or three times over the last couple of years. We spent quite some time posing the '48, clicking pictures, downloading, and emailing back and forth with Mr. Neal. This resulted in 4 nice pictures used in the book, which made a very nice 2012 New Year's gift for the Baccaro Family.

Our next meeting in February will be held at the Calistrat's home on February 19<sup>th</sup>.



## **CCCA Annual Meeting**

By Robby Markman

Tracy Hammac, Tom Timmins, Richard Mitchell and I attended the Classic Car Club of America (CCCA) annual meeting, held at the Hilton next to the D/FW airport.

Thanks to Richard Mitchell, who brought 6 of his beautiful cars (2-Packards, 2-Stutz, 2-LaSalle's), a total of 29 cars from around the country were exhibited in the hotel's ballroom. In addition to the cars exhibited at the hotel, we toured the Paul Andrews car collection. We were treated to sights of Packards, Duesenbergs, Lincolns, Marmons, Chrysler Imperials and V-16 Cadillac automobiles (see [www.panthercity.com](http://www.panthercity.com) for photos), plus glass display cases containing many luxury car hood ornaments and radiator mascots from the classic cars of the 1930s. Additionally the collection holds 15 vintage Ferraris, and the Packard One-Eighty that Al Pacino used in "The Godfather" movie.

After the general session, we toured the Sam Packard Car Collection [which is 327 cars]. Sam owns five Ford dealerships in North Texas, and his collection spans Model Ts to Shelby Mustangs to everything else in between, including at least a dozen 1930s luxury cars, but most of his cars are from the 1950 to 1959 era. We were also treated to a tour of another private collection housed in an early 1900's office building that has been converted to a residence with a below level garage that houses their car collection.

At the conclusion of this great event, an awards banquet was held, and Richard Mitchell most certainly did not go home empty handed. You can see all of the cars present at website <http://www.ntccccca.com/>

Wish you were all there!



2012 Warshawski Award Winner  
Best of Show  
1940 Packard Darrin  
owned by Steve Chapman



First Place 1930-32 Production  
1930 Packard 8, 733 Roadster  
owned by Richard Mitchell



## Our 1947 Clipper

By Tommy & Carol Baccaro

We bought the Custom Clipper in 1983 and it was the second acquisition in our current collection. We had a 1946 at the time and the reason for trading it for the 1947 is a long story, but for now, I'll just say that I was not as diligent about checking it out as I have been with later purchases.



We traded the '46 to former member, Otis Gaston, for the '47 Clipper. We know the early and late history for "Big Blue", but very little in between. It was sold "new" at the Packard dealer in Dallas. I was told it remained in the Dallas area until at least the early '60's, because the engine was rebuilt at the former Packard dealership in Dallas. After that—who knows? It ended up in

Mississippi in 1983. Otis saw an ad in Hemmings Motor News, negotiated with the seller, and bought it unseen. Part of the deal required the seller to drive it to Houston. When it arrived it was painted a pale yellow which I believe Packard called "desert sand". Otis intended to paint it a dark Packard metallic blue, but a lighter Camaro blue caught his fancy. I liked the light blue, but it bothered me that it was not an authentic Packard color. I admired the car for several months.

Considering the problems I was having with the '46 and what I would have to spend to make it right, I decided to make Otis an offer of the '46 plus some cash. He accepted my proposal and we drove the '46 to his home and Big Blue back to our home in Sagemont. The '47 had a working overdrive and the correct 356 under the hood.

The 21<sup>st</sup> Series Packards encompass both the '46 and '47 model years. A total of 7162 model 2106's were built during those two years. Big Blue's sequence number on the ID. plate is 3795, which puts it close to the middle of the run. Mechanically it was fine but needed new wiring, interior, and an authentic Packard color! Also sometime in its previous life the wood grain on the dash and door frames was sprayed with a metallic gold paint. Using "Old Masters" stain and some cheese cloth, I restored the wood grain. I planned to continue with the restoration, but circumstances made it clear that it would be a retirement project. I did keep it running and tuned up, tried to make sure it was driven around the neighborhood monthly, but made no further improvements until I retired.

## Our 1947 Clipper (cont'd)

It now is an authentic Packard blue, has new wiring, and a new interior. It just needs to be driven more so I will trust it as much as the '48 and '55 Packards.

Many of you know the rationale for Packard entering the medium price field in 1935. It was to survive the depression and it worked. The 120 was a life saver but many argue Packard should have called it the McCauley, Clipper or something other than Packard. (For instance Cadillac did the same thing,



but called their mid-price car LaSalle) Someone said bank presidents began driving Cadillacs when bank tellers started driving Packards. Packard enjoyed the higher volume which the junior models brought, but by 1946 there was no legitimate reason to continue them. In fact when James J. Nance became president of Packard in 1952, he was quoted as saying "Packard handed Cadillac the luxury business on a silver platter". The appeal of having a Packard at a medium price in



1946 was not as great as it was in 1935. While Packard did retain senior models, such as the Custom, the emphasis was clearly on less expensive cars. They chose to compete in a field with many competitors, rather than a field of two or three. Production on '46 models began in April

of 1945, but it began with six cylinder juniors followed by the standard 8's. (282 cid). Despite the fact that dealers were screaming for senior cars, production of the Custom Supers did not begin until mid June. By the time they arrived in showrooms, they were months behind Cadillac and Lincoln. Despite almost being treated as second class by Packard, the '46-'47 Custom Super Clipper is well respected in collector car circles. It is one of the few postwar models recognized by the Classic Car Club of America. Most were fully accessorized. Ours has overdrive, electrometric clutch, push button radio, heater, map lights, and cloisonné hubcaps. It is a fun driver!



## *My Clipper and My Dad*

By John Lawrence, Austin

I first became aware of my 1947 Custom Super Clipper Touring Sedan in 2006 at a July 4<sup>th</sup> car show in Santa Fe, New Mexico. I had just purchased a very nice 1937 Packard Six Convertible Coupe and was exhibiting it. A spectator came up to me after admiring the car, and said he had a 1947 Custom Clipper at home. I commented that those are great Packards and about my long admiration of them.

I saw the Clipper for the first time later that summer at another local car show. The car immediately impressed me. It was painted a rich maroon and had its original interior. The paint was shiny, but checked as the old nitrous cellulose lacquer does over time. The interior was in excellent shape with its ivory trimmed maroon wool broadcloth upholstery, thick *Mosstred* carpeting, and the unique longitudinally stitched headliner. Cloisonné wheel cover centers set off the wide white wall tires. Inside of the carpeted trunk was a never used spare tire. The engine compartment was one of the nicest I had seen. Needless to say I had to have this car.

The owner was willing to sell the Clipper. He had owned it for 20 years and wanted to move on to other projects. The previous owner had rebuilt it from the clutch forward in the mid-1980s. He was a partner in a shop in Albuquerque specializing in maintaining, repairing, and restoring vintage vehicles. I went down to his shop to learn more about the Clipper. We soon discovered we had much in common. His late father-in-law was a customer of my father, a long-time Packard dealer in Santa Fe. After a couple hours of reminiscing, he told me about the Clipper.

He was working for his then future father-in-law who purchased the Clipper in Omaha, Nebraska. Despite its 40,000 mile use, they soon discovered it needed engine work. They decided to do a rebuild and take care of any other front-end work at the same time.



## *My Clipper and My Dad (cont'd)*

He was meticulous in the appearance of the rebuilt engine. It was painted authentic Packard engine green; stainless steel head nuts and washers were used for a subtle high-class look; the starter, generator, and distributor were rebuilt, and their cases were painted with a black crackle finish to mimic the ones on the pre-war senior engines; the oil bath air cleaner and other engine items were painted a glossy black; correct type and chrome-plated hose clamps secured radiator and heater hoses; a new engine compartment wiring loom was installed; and all fasteners on the engine and in the compartment were replaced with stainless steel. The engine and compartment are still glowing after all these years. He also mounted a brand new full set of Firestone "Gum Dipped" wide white wall tires that are still on the car.

It turns out there is a direct connection between The Clipper and my father. Dad finally decided to quit the Automotive business in the late 1960s and to get rid of his Packard parts, special tools, and manuals. He asked my brothers and me if we had any interest in his old Packard things, but we were well into our own non-automotive lives and declined his offer.



Dad ended up gifting all of his Packard items to the previous owner's future father-in-law. It turns out there was a complete set of brand new hydraulic valve lifters with the parts collection. These lifters eventually went into the my Clipper's engine when it was rebuilt. The previous owner also said that he conferred with my father many times for advice during the rebuilding process. He bought the Clipper from

his future father-in-law soon after the rebuilding, but then needed to sell it shortly thereafter. With this newfound information I held more discussions with the owner and struck a deal to buy the car. Unfortunately, the seller decided to drop out of the deal at the very last minute. Needless to say, I was deeply disappointed.

## *My Clipper and My Dad*

Time passed and we moved to Austin, Texas to be close to my daughter and her family. In August 2008 we drove to California stopping in Santa Fe on the return leg to visit with family and friends. While there, I got to thinking about the Clipper and called to see if it might be available. It was and this time we completed the deal. It was finally mine!



Since owning the Clipper, the maintenance, service, and repairs are now up to date. The car had been driven very little in the last 20-odd years and attention was needed to make its basic systems and operations reliable. Some unnecessary improvements had also been done trying to work around operational problems. After a several months in the garage, I finally worked through all the Clipper's systems.

The Clipper is a wonderful driving automobile. I have exhibited it at a few local car shows where it was the only Packard on display. I drove it to the 2011 Texas Packard Meet in Salado for its first exposure to the Packard community. It was well received by its peers. It brings smiles and many favorable comments whenever it is out and about.



From the editor....In early 1940 Max Gilman, President of Packard, called Howard "Dutch" Darrin to solicit a new car design concept for the 1941 model year. Gilman gave Darrin 10 days with a fee of \$1,000 per day. Darrin completed the task on schedule and as a result the 1941 "Clipper" was born. Much to Darrin's chagrin, he was never paid. Packard intended to pay Darrin with rolling chassis for his custom car business, but thanks to WWII, Packard never delivered the goods!

## *Driving a 1939 Packard Twelve*

By Mike Calistrat

Well, I finished restoring my 1939 Packard Twelve with a Limo body. Now let's drive it!

My first attempts to drive the car resulted in engine problems, which were fixed one by one. I started driving it and my only complaint, no power! I expected a lot more from a big V-12. The right side of the engine was much cooler than the left side. As the two sides are almost independent, separate ignition, separate carburetion, separate timing, something had to be different between the two. It did not take long to realize that the right side spark plugs got no electricity! It turned out it to be the last thing I expected: the right side ignition coil was dead. Rather than just replacing it, I had to find out why a perfectly good coil went dead. Talking to the owner of the shop where I had the power steering installed (story to follow), I was told that the battery was bad and he replaced it with a 12 volt one! No wonder the coil burned up. Luckily, only one of them! As I had to replace it, I decided to replace both of them. Fortunately, 6 volt coils are available, from the regular auto parts store. Now everything is just fine.

Not really: the combination of a 63 year-old, 6,000 lbs. car and an 84 year-old driver makes for an unpleasant drive. I wish there was a youth fountain, but I cannot be younger; neither can I make the car lighter. To me it seems funny that Packard installed vacuum assist brakes and vacuum assist clutch, but no power steering. As no such device was made for Packards, I searched the Internet. There are lots of power steering kits, but only one would be adaptable to my car: a power steering made by Ford for their small farm tractors.

I purchased the kit, which was complete: power cylinder, oil pump, valves and hoses. The instruction manual is in English and fully illustrated. The kit came in a beautiful wood box, made and shipped from .... Turkey! The only problem was the oil pump, which was designed to be installed on the Ford engine, and gear



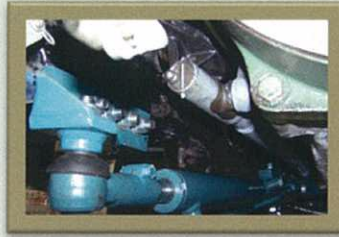
## Driving a 1939 Packard Twelve (cont'd)

driven. There is no shortage of power steering pumps, belt driven, of all makes and sizes. I bought one, and I had to fabricate brackets for the pump and for the oil reservoir. Now it is easier to steer, although not as easy as a modern car.

I drive it regularly. I even asked my son to drive it, and Caroline and I sat in the back and realized what a thrill it is to have a limousine.



Control Valve



Back of Control Valve



### NOTARIZED AFFIDAVIT

August 11, 1980

I, Herman David, (alias "Motorcycle Mike", alias "Bootleg Mike"), do attest that I took original delivery of the 1947 Packard, Serial Number 2122-6838, for my boss, Al Capone and it has been under my family's sole control ever since.

This car, along with an identical twin, was ordered and received by my boss, Al Capone before his death in 1947.

I am the same "Motorcycle Mike" who was the first human being to do a complete "360 Loop" on a motorcycle, using a four-valve Indian.

Later, I was hired and worked for years as Al Capone's chauffeur and bodyguard, participating in such notable events as the St. Valentine's Day Massacre. After Al was imprisoned, I took over and ran all of the bootlegging operations for the South Side of Chicago and Northern Indiana. Later, I was imprisoned due to the continual efforts of J. Edgar Hoover, who made it a point to be personally present at my trial and conviction.

Herman David  
Herman David (Motorcycle Mike)

Witness:

George W. Rodgers  
George W. Rodgers Date: 8/11/80

Notary Public:

Ruby M. Snyder  
Ruby M. Snyder Date: 8/11/80  
Lake County Indiana Notary Public  
Commission Expires: 1/8/84

## Al Capone's Last and Best Choice

By: George Holinga, Grove City, OH

This 1947 Packard Custom Super 8 was one of the last identical cars purchased by Al Capone prior to his death in 1947. He was one of Packard's most notorious customers for a number of reasons. Not only did he appreciate their beauty, grace and luxurious interior, but he was also a fan of their dependability, power and speed which were essential in his line of work. Capone often bought two identical Packards to help conceal his location from "The Feds". The other coral blue 1947 Packard was delivered to Palm Harbor, FL but its fate is unknown.



This particular Packard spent all of its life in the Chicago area and remained in the hands of Capone's chauffeur and bodyguard, "Motorcycle Mike" until its purchase by the present owner in 1980. This car listed new for \$3,839.00 while a new Chevy or Ford

could be bought for \$1,100.00 making today's equivalent price about \$120,000.00. It currently has a professional appraised value of \$275,000.00.

When purchased by the present owner, the Packard was essentially in the original condition with the exception of a rather poor paint job done by "Mike" as a favor for the new owner. The original interior was protected through the years by factory installed silk covers for seats and door panels. The engine has never been rebuilt and its mechanical integrity is testament to Packard's superior



quality and engineering excellence. The overall excellent condition is attributed to being stored in Motorcycle Mike's basement while he was in prison. During his incarceration, Motorcycle Mike earned the dubious distinction of being "the oldest man in any federal penitentiary" and was eventually paroled at the age of 92. At the time of



my purchase in 1980, Motorcycle Mike was 96 years old but amazingly coherent and was an unlimited source of true gangster stories.

## *Al Capone's Last & Best Choice (cont'd)*

The Packard subsequently spent 15 years on display at the Citizen's Motorcar Museum in Dayton, OH. In 2009, it was given new nitrocellulose lacquer paint in the original Coral Blue Color. In addition, many tired-looking parts were meticulously restored to their original factory condition and a new wiring harness was installed



George Holinga holds his Tommy Gun on the next victim.



### **LSP Marketplace**

I have several post war owners manuals available for sale. I also have many pieces of sales brochures. Call for more info. Dale Musgrove or email [cimus@hotmail.com](mailto:cimus@hotmail.com)

1948 Packard Eight four door sedan. Owner puts approximately 80 miles a month on it driving around Pearland. It has the trusty 288 engine and is an attractive two tone green. This is a running car in good condition. Asking \$8200. Call Richard Hardin at [281 485 4452](tel:2814854452) if you are interested or if you have more questions.



## *Rigsby's 1947's* *By Mike Rigsby*

The first Custom Clipper I owned I bought in my last in year in the Marine Corps in San Diego for the great sum of \$300.00 and sold it at the end of the year for \$1,000.00. Maybe I should have gone into the car business at that rate. The car was only eight years old and in excellent condition and I only changed the tires from blackwall to whitewall. The car was whisper quiet and a true pleasure to drive as it had only 55,000 miles. It had the Electro-matic clutch which I did not like. The photo above was taken in February 1956. I was really proud of that car.



The Clipper shown going down the track at the Proving Ground is the car we currently own. This photo was taken in June 1982 at the PAC National Meet in Detroit. The car is driven by Henry Green, the third owner from whom we bought the car twenty-three years ago. I drove a 1956 400 around the track and at 95 mph, the 400 just followed the track corners hands-off. I often wondered how that Clipper would have handled on the track at speed. The car was in good condition with only 78,000 miles on it, but it did need some upgrading to get it to our standards. The necessary work was done and the car is truly a superb Clipper now.



This car is pictured in front of a friend's business office in this recent photo. The car was originally delivered by Packard Dallas at 2222 Ross Avenue in Dallas on Saturday, April 26, 1947.



## ***The Story of Half-a-Clipper***

**By Robert B. Jacko, Ph.D., P.E.**

Once upon a time shortly after World War II, a Packard dealer by the name of the Smith-Lyons Motor Company operating both in Seattle, Washington and Portland, Oregon whose Portland operation was located at 105 Northeast Grand Avenue modified a Packard Clipper automobile. It is not known if the unmodified car was just an unsold specimen, which is unlikely since autos were in high demand following the war, or if the original vehicle was in a significant wreck destroying its rear half. My guess is that the latter is more likely and the dealer tried to turn a situation from something not so good into something good. So, the original Packard Clipper, model 2111, was morphed into a sort of a pick-up truck but with a wood staked flatbed on its rear half. Smith-Lyons then attached a new aluminum data plate to the cowl which carried the date, 1-10-47 and the new car-truck model number of 2112. Note that the Packard had to have been modified in 1946 and the new data plate shows it to be a 2100 series which is a 1946 number. So the car-truck is really a 1946 model Deluxe Clipper eight not a 1947.



The history of the modified Clipper is unknown from the time it left the Smith-Lyons Packard dealership (either in Seattle or in Portland (in 1947 or later?)) until it came into the possession of Arthur Stone in Fort Lauderdale, Florida around the year 1990. Arthur was a Packard lover and was the owner of a number of "Buning the Florist" stores throughout the state of Florida. The truck was originally purchased as a business tool for delivering flowers to his customers and for other business related duties and was driven regularly throughout south Florida. While there is a gap in the truck's history from 1947 until 1990, it is interesting to know something about its current owner, Arthur Stone who has been a long time Packard aficionado.

Unfortunately, Arthur recently passed on, but his legacy is the Fort Lauderdale Antique Car Museum where his collection of 40 Packards survives. But before I tell you about Arthur's museum legacy, let me tell you about how Arthur came to love Packards. Arthur, born in 1920, grew

## ***The Story of Half-a-Clipper (cont'd)***

up very poor on the east side of Manhattan and was fortunate enough to get a job as a flower delivery boy in 1932 (3). He delivered flowers all over Manhattan and Brooklyn and began to notice that many of the places where he delivered flowers were extremely swanky and the autos he encountered were usually Packards. The following is an excerpt from the life of Arthur Stone as dictated by Arthur himself just prior to his death. *"I got to see the world. I delivered to Manhattan, Bronx, Brooklyn, and Richmond, but even among all this poverty and bullshit, there were people with money. What was very interesting was making deliveries to the hotels like the Plaza, the Essex House, and the Waldorf Astoria. When you got there, you entered through the back entrance, which was normally over a block away. You walked through the kitchen, past the cooks, bakers, and butchers and saw how they prepared the food. That was intriguing, all the magnificent meats and vegetables, and the smell of the soups simmering in these big pots. There would be these big shots in white uniforms and hats shouting out instructions and everybody seemed to know what they were doing. After exiting the kitchen I would then find the staff person that accepted the flowers, have him sign and depart. Delivering to these fancy hotels, you never got a tip, because you never saw the recipient. However, the impact of making these deliveries to these hotels was immeasurable on me; it opened my eyes to a whole new world."*

Someday, he thought to himself, he would own one of those Packards. Well, to make a long story short, Arthur decided he was tired of working for someone else delivering flowers and reasoned that life could be better in a different place and joined the ranks of entrepreneurs and started his own flower business in Fort Lauderdale, Florida. Arthur was a good business man and a very hard worker and ultimately, after many grueling starts and failures, purchased a small flower business called *Buning the Florist*. Soon, he owned many stores up and down the east coast. Simultaneously, Arthur satisfied his love for Packard automobiles by slowly but surely collecting Packards. About ten or so years ago he built a building in Fort Lauderdale where he could store his Packard collection which he drove on a regular basis on pleasure tours and back and forth to his flower shops.



## The Story of Half-a-Clipper (cont'd)

Ultimately his collection was transformed into a museum open to the public, not only containing his collection of 40 Packards from 1909 up through 1958, but thousands of associated Packard memorabilia items. This Packard Museum is Arthur's legacy which he has left for many of us Packard lovers to enjoy. His wife Shirley, a young 91 years, who survives, now owns the Museum and she treats the place as if it were her living room at home and continues to fill it with Packards and Packard knickknacks.

In the last issue of *The Owner's Manual*, I described my disassembly of the engine of this 1947 half-car-truck and discovered not only a blown head gasket but a hole in the top of piston number 7. Now I would like to tell you about the body sheet metal work. Note the rear portion of the cab of the truck and the smooth lines where the cab of the truck meets the vertical rear wall also containing the rear window.



As you know, photos of cars always tend to hide the sin and to really know how it looks, a close-up one-foot eyeball inspection is usually in order. However, in this particular case the photo is not hiding any sin. The museum staff have remarked over the

years, how well the sheet metal parting line between the front half of the Clipper and the fabricated rear section of the cab has been blended together. A very close eyeball inspection does not reveal the parting line with its welds, filler, paint, etc. So, the Smith-Lyons Packard dealership shop or subcontractor certainly did a superior job. Every Packard car or car-truck has its own story to tell and I hope this car-truck story has been enjoyable for you to read.

### List of References

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*Say It With Flowers and Packards*, Stone, Arthur O. and Tim McGovern, Eagle Graphic Services, 1<sup>st</sup> ed., 2010, copyright 2010 by the Fort Lauderdale Antique Car Museum.



## And Now A Word From Our Treasurer

<b>Opening Balance</b>	
<b>1/1/2011</b>	<b>\$2179.93</b>
<b>2011 Revenues</b>	
Renewals, projects	1623.00
50/50	268.00
<b>Total</b>	<b>\$4070.93</b>
<b>Expenses</b>	
Publications & donations	<b>\$1406.26</b>
<b>Ending balance</b>	
<b>12/31/2011</b>	<b>\$2664.67</b>

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Lone Star Packards was chartered by Packard Automobile Classics (PAC) in 1964. Our charter requires that Lone Star Packard members also be members of the PAC. For information, please contact our Treasurer.

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](mailto:mlgrimes@gmail.com)

# THE OWNER'S MANUAL

PUBLISHED BY THE LONE STAR PACKARDS

[WWW.LONESTARPACKARDS.COM](http://WWW.LONESTARPACKARDS.COM)

WINTER 2011

VOLUME 46, NUMBER 1

### Regional Officers:

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713.941.5047  
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281.391.6203  
Newsletter: Mike Grimes  
281.793.3377  
Historians: Carol Baccaro  
Anthony Baccaro

### Calendar of Events:

#### Events in 2012

February 24-26; 19<sup>th</sup> Annual  
America's Packard Museum  
Winter Weekend; Dayton,  
OH  
March 30 - April 1; 35<sup>th</sup> Annual  
Texas Packard Meet; Salado,  
Texas  
May 11-12; All Packard Swap Meet;  
Frederick, MD  
May 18-19; Motor City Packards  
Spring Tour, Shipshewana  
May 25-26; The New Perrysburg  
Meet; Perrysburg, OH  
June 3-8; 6<sup>th</sup> Henry Joy Tour;  
Stockbridge, MA  
June 4-July 8; National Packard  
Museum Presents "Packards  
at Speed"; Warren, OH  
July 20-22; 23<sup>rd</sup> Annual Classic Car  
Show; Packard National  
Museum; Warren, OH  
September 17-21, 2012; 47<sup>th</sup> Annual  
PAC Meet; Williamsburg,  
VA  
48<sup>th</sup> PAC 2013; Pontiac, MI  
49<sup>th</sup> PAC 2013; Columbus, OH

#### April Birthdays:

#### February Birthdays

2<sup>nd</sup> Lily Myers  
12<sup>th</sup> Jay Matthews  
12<sup>th</sup> Stephen Wandersman  
18<sup>th</sup> Mike Grimes  
18<sup>th</sup> Ron Jordan  
27<sup>th</sup> Lenny Holzband

#### March Birthdays:

9<sup>th</sup> Janis Hinds  
17<sup>th</sup> Bill Kendall  
31<sup>st</sup> Tom Timmins

#### April Birthdays

1<sup>st</sup> Carol Baccaro  
1<sup>st</sup> Evelyn Timmins

7<sup>th</sup> Paula Holzband  
10<sup>th</sup> George Bruns  
12<sup>th</sup> Lisa Sweeney  
13<sup>th</sup> Bob Supina  
14<sup>th</sup> Dixie Grimes  
20<sup>th</sup> Mike Calistrat  
21<sup>st</sup> Doug Carlson  
21<sup>st</sup> Marisol Honsberg  
26<sup>th</sup> Terrie Becker