



The Owner's Manual/Newsletter

Official Publication of The Lone Star Packards



June/July, 2019

Issue 5

Director's Corner

On Sunday, June 23rd we met in the private room at the Potatoe Patch on FM 1960. Over the years we have met there at least 4 times and maybe more with no problems. The temp was 95 with intermittent rain that made it steamy. We had a great turnout of 39 members and guests.

Unfortunately, this visit to the restaurant was one for the books! The meeting room was not ready and we had to wait around while they cleaned up confetti etc. from a party last night.

We only had one waiter because they were shorthanded for whatever reason and they could not move one from the main dining area to help out. A variety of muffins were handed out, but the fellow with the "thrown" rolls did not come in until one of us went to get him. In addition to the rolls, they are famous for their "pass arounds" such as fried green tomatoes and fried okra which they never brought until one of our members went into the kitchen and asked for some. By the time they brought more for our really long row of tables, they were all cold and soggy.

To top it off, it was very hot in the room. I went over to the thermostat and it read 82. I got the waiter and by then it said 83! Evidently the unit for the back room was out and when I brought the heat to his attention, they seemed to have known it for some time. Several asked why they did not seat us in the main dining area as there was plenty of room and it was cool. The answer was the man who had made the arrangements had

asked for the private room as if we would not have been willing to move to the cooler area! On top of that, I rushed through my agenda as they told us another group was coming in an hour to share the room with us so I tried to get all our business done first. I felt like I was a "hit and miss" engine with a microphone. The other group never showed - they were lucky! (Or maybe they seated them in the main dining room where the air conditioner was working!!!!)

Now, after the "not so good", we had not had an official meeting in a couple of months and it was good to see everyone who attended today.

On a very happy note, **Gianna**, our 5 year old granddaughter, drew the lucky ticket for the 50/50 and it happened to be **Carol's**!! What a surprise!

Despite all of that, we got a lot accomplished! We acknowledged all the June and July birthdays and Jan passed the most up to date roster around for people to proof and add any corrections. Many corrections were noted and an updated Membership Roster will be distributed soon.

Rich, our Treasurer, reported that we continue to be very solvent and have enough to underwrite special events and make donations to our various projects. We announced that after 18 years serving as the treasurers for our club, **Rich and Karen** will be stepping down. We gave them a round of applause which was well deserved! We also announced that **Tony Darrow and Shirley** will take over those responsibilities. Our funds will be in another set of good hands and we appreciate them stepping up!

Leon Ahlers will now become our **Pre-War Technical Director**. **Leon** has a 1941 4 door 120 convertible plus he has restored several pre-war Fords. He said with his knowledge plus You Tube he should be able to help you with your questions.

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We had up-dates from some of our members regarding Packards in progress.

I shared that I finally found a factory a/c mount for our '55 so that we can add air for this time of year! I just need to start gathering all the components! Remember the '40 and '54 Packards I shared with you a couple of weeks ago that are for sale?

John Lortz and his son **John** have gone in as partners on the '54 and it will soon be here. It is a real barn find and has less than 30,000 miles on the odometer! The lady still has the 1940 4 door 110 that was also her father's. It will need total restoration but is all there and can likely be had for \$1500 or less. If interested, call **John Lortz** as he has seen it and has the contact information.

Speaking of 1940 110's, **Tom Drisdale** gave a report on the progress of his coupe. The body work end is in sight. He will soon be moving it to a shop close to his home for the mechanical work to be done.

There will be no meeting in July as we traditionally do not schedule a meeting for the month that the national club meets. Our members **Jerry Erhman** and **Mike Grimes** will be attending.

We are working on a possible tour of a collection for the August meeting but if it does not happen we will come up with something else. **(IT WILL BE A COOL SOMETHING ELSE!!)**

September is open and **Ben and Janice** are working on another trip to the Gullo Museum in October.

We have some ideas for a fall tour in early November. One of them is a visit to the George Bush Library and graves of George and Barbara Bush in College Station.

Tony also mentioned they have a friend in Willis that has a large collection including a couple of Packards who would welcome a visit. We might fit that in somewhere.

Jan and I have talked about the Christmas party which should be on our side of town this year. In 1998, we hosted the National Packard Club Meet at the South Shore Harbor Hotel and Resort. They have a regular Sunday buffet. I would like to pick a date in December that will not interfere with the AACA Christmas lunch. I left a message for the manager of the restaurant to call me to reserve 35 or so spaces for us and then after lunch come to our home which is close to the hotel.

New member **Robert Taylor** has invited us to participate in the Yuletide Historic Home Tour on Courtland Place.

We will have more to follow on all these activities.

Happy Packarding..... Tommy

Understanding the New Flashing Yellow Arrow Left Turn Signal

TXDOT has activated a new left turn signal that includes a flashing yellow arrow. These new type of signals are a new standard for signals where a driver must yield to oncoming traffic to turn left and will be placed on busy intersections traffic signals where the road is straight and visibility is not impaired.

DESIGN & FUNCTION

These new type of turn signals are updated designs to include flashing yellow arrow signals to create a safer more efficient left turn. When illuminated, this flashing yellow arrow **means a vehicle is allowed to cautiously** enter an intersection only to make the turn indicated by the arrow, but the driver must first yield to oncoming traffic and pedestrians, then proceed with caution.

Research has shown that this new signal is safer, more efficient and a more easily understood by drivers than the traditional "yield on green" signals. These new signals provide additional opportunities for a driver to make a safe left turn than traditional signals.

After it flashes, the flashing yellow becomes a steady (non-flashing) yellow arrow. Drivers should treat the steady yellow arrow just like a standard yellow light – prepare to stop or safely clear the intersection before the red light appears.

The new flashing yellow arrow provides a more direct message than the traditional circular green indication for turns. It reduces confusion because the turn lane display is no longer the same indication as the adjacent thru lanes.

BENEFITS

Safer – A national study demonstrated drivers had fewer crashes with flashing yellow left turn arrow than with traditional signals.

Less traffic delay – Motorists have more opportunities to make a left turn with the flashing yellow left-turn indications, which keeps traffic moving.

More flexible – The new yellow flashing turn display provides more options to most effectively handle all types of traffic volume and reduce traffic back-ups.

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"I like to see a man proud of the place in which he lives. I like to see a man live so that his place will be proud of him." – Abraham Lincoln

June & July in Packard History

1899 - Alexander Wintom tells James Ward Packard, "Well, if you're so smart maybe you can build a better machine yourself." June 10 - James Ward Packard, William Doud Packard and George Weiss make the decision to put up \$3,000 each to start manufacturing operations, June 29, 1899. The Packard brothers and Weiss enter an agreement with William Hatcher to develop an automobile July 3. Hatcher completes first drawings July 7.

1902 the first two- cylinder Model "G" is completed June 28. Only four were ever completed.

1910 - The Packard Magazine begins publication, June 16. The foundation editor was Edwin Ralph Estep.

1914 - William R. McCulla, Assistant Research Engineer averages 70.477 miles in one hour on the Indy 500 speedway June 20.

1920 - A Packard pneumatic-tired truck owned by Goodyear crosses the U.S. Continent in 13 days 10 hours June 20.

HAPPY BIRTHDAY!

June Birthdays

Patricia Orr	2
Dave Lucas	12
Bob Ess	23
Kay Schmaltz	23
Judy Anderson	26
Lynn Eanes	30

July Birthdays

John Eanes	1
Todd Bates	17
Ron Orr	17
Maureen Carlson	25
Shirley Darrow	31

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WHAT THE ARROWS MEAN

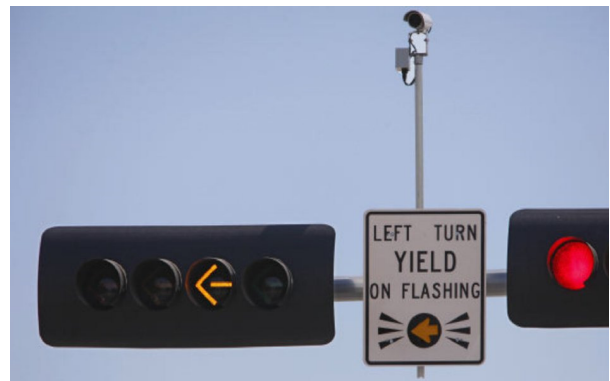
The signal will display the following **four** phases:

Solid Red Arrow: Stop! No left turns allowed. Drivers should wait at the intersection.

Solid Yellow Arrow: The signal is about to turn red and drivers should prepare to stop.

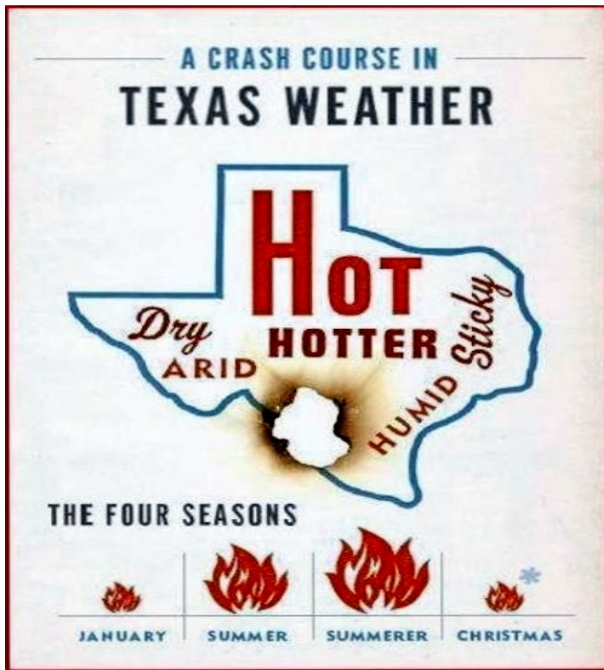
Flashing Yellow Arrow: Left turns allowed. Oncoming traffic has a green light and you must yield to this oncoming traffic/pedestrians.

Solid Green arrow: It's safe to turn left. Oncoming traffic must stop.

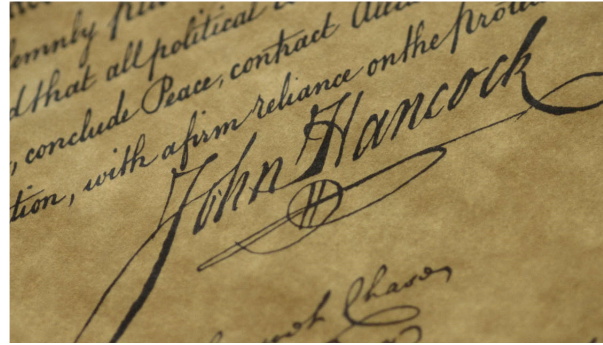


I had questions about this new signal so searched the web and wanted to share this information with all you other drivers.

Be safe.....
Janice



Texas weather "*Summerer*" is here!



Why is John Hancock's historic stylist signature so large and bold on the Declaration of Independence?

July 4 approaches. And as we think about what happened on that day in 1776, when the U.S. Declaration of Independence was approved by the Continental Congress, chances are that some of our beliefs are based on popular myths.

According to legend, Hancock signed his name largely and clearly so that King George could read it without his spectacles.

Analysis of his signature from other documents shows that he always signed his name in that kind of a super-sized style. So the size of it on the Declaration of Independence was typical for him. He wasn't trying to send a personally defiant message to Britain's King George, as legend has it.

By putting their names on the document the delegates/patriots essentially signed their death warrants. There was no greater treason than declaring independence from the King.

The fact is that this did not deter Hancock from putting the biggest signature on the document testifies to his bravery and his unshaken belief that the independence will prevail.

Actually, Hancock was president of the Continental Congress when the Declaration of Independence was adopted and signed. He was the first person to sign the document and because he was the leader of Congress his signature was centered below the text

According to the **National Archives** it was customary that other delegates began to sign at the right below the text in geographical order according to the states they represented.

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John Hancock's historic autograph on the Declaration of Independence is so well known that it is often used as a noun synonymous to "signature".

Among other things it reveals his status in society of that time. In the eighteenth century much importance was given to elegant scripts and sophisticated handwriting. It was said that "a good hand was the sign of a good man." Not surprisingly the National Handwriting Day is celebrated on January 23rd which is also John Hancock's birthday.

Symbolically the most famous signature in American history is linked with the Declaration of Independence, the most cherished symbol of liberty.

The declaration was not signed by all delegates on July 4, 1776. It wasn't until August 2 after the Declaration was made available in a final, clearly written version on parchment, that Hancock and other delegates signed it. A few delegates signed the document after August 2, and a handful never signed it, although they had voted for approval.

The other signatures were added on various dates, the last being Matthew Thornton, from New Hampshire, who signed on November 4, 1776. ■

By Janice Carter

WELCOME NEW MEMBERS

Ed and Mary Fleming

And

Robert Taylor

2019 CALENDAR OF MEETINGS & EVENTS

JANUARY 19 – Hemi Hideout/Texas Traditions – hosted by Ron & Patricia Orr

FEBRUARY 17 – Red River BBQ – League City – hosted by Tommy, Carol & Anthony Baccaro

MARCH – Cancelled – getting ready for Salado

APRIL 4, 5, 6, 7 – Texas Packard Meet – Salado, TX

MAY 4-5 - Keels & Wheels – Lakewood Yacht Club, Seabrook, TX & Danny Dietz Foundation Car Show

JUNE 23 – Potatoe Patch Restaurant – hosted by John & Vivian Lortz

JULY – 54th PAC National Meet in West Lafayette, Indiana hosted by Wabash Valley Packards- No local meeting

AUGUST - TBA

SEPTEMBER - TBA

OCTOBER – TBA

NOVEMBER - TBA

DECEMBER – TBA

If you would like to organize one of our monthly meetings or plan a tour, contact Chris Baccaro

GETTING OLD

Remember, old folks are worth a fortune, with silver in their hair, gold in their teeth, and gas in their stomachs. I have become a little older and a few changes have come into my life.

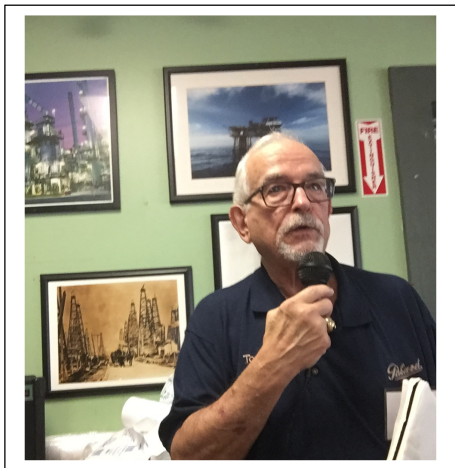
Frankly, I have become quite a frivolous old gal. I am seeing five gentlemen every day.

As soon as I wake up, **Will Power** helps me get out of bed. Then I go to see **John**. Then **Charlie Horse** comes along, and when he is here he takes a lot of my time and attention. When he leaves, **Arthur Ritis** shows up and stays for the rest of the day. He doesn't like to stay in one place very long, so he takes me from joint to joint. After such a busy day I'm really tired and glad to go to bed with **Ben Gay!** **What a life!**

The preacher came to call the other day. He said that at my age I should be thinking about the hereafter.

I told him, "Oh, I do all the time. No matter where I am, going into the living room, kitchen, or bedroom **I ask myself... "What am I here after?"**





Regional Officers

Director:	Tommy Baccaro 832-905-3904
Assistant Director:	John Lortz 832-746-8078
Treasurer:	Tony & Shirley Darrow 721-286-1276
Secretary/Benevolence:	Janice Musgrove 713-304-7493
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Webmaster:	Doug Carlson 281-391-6203
Technical Pre-war:	Leon Ahlers
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.

It's more than a car...it's a

PACKARD

ASK THE MAN WHO OWNS ONE