



# The Owner's Manual/Newsletter

Official Publication of The Lone Star Packards



May, 2020

Issue 4

## Director's Corner

Greetings LSP family. Well....here we are, a month or so into the Corona Virus crisis. I guess we are all dealing with it in different ways. The biggest change we have made in our personal lives is we are staying home much more and we reluctantly had to cancel our regular Sunday dinners with the entire family. It is a rare occasion when we don't get together with Chris and his family on Sundays but that has changed for a while.

When we had to cancel Salado, it was truly hard for me to accept. However, I passed the time by getting the '48 limo (the Queen) and our '40 160 (Franklin) ready for Keels and Wheels which was coming the first weekend in May. I got them both totally waxed and had just started on the bright work on the '40 when it was also postponed until October. (btw, since it was postponed, they have re-opened the application process - please consider submitting to show a car) That was also a big disappointment as our family has enjoyed our weekend with the Packard family as well as our AACA friends at Keels and Wheels for about 18 years. I stopped the detailing of those two cars as I figured if I finished them now, they would need it again for the date in October. Oh well, I could still look forward to attending the PAC national in late June in California. Guess what? That was cancelled too!

So, I moved on to the yard. I did not do it myself but finally bit the bullet and had more than 120 feet of fence replaced in our side yard that runs along the creek beside our house. That wood fence could have paid for a lot of Packard parts! It was 14 years old and was builder quality with no rot board and very little cement with the posts so it was past due fixing. I also cleaned *Continued on page 2*

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## Keels & Wheels Oct. 17-18, 2020

Keels and Wheels chair and co-founder Bob Fuller recently called and shared because the event was postponed until October, they have some concerns about meeting their operating expenses.

They have office rental and at least one paid employee. Many expenses were already incurred in preparation for the meet in May that will now be in October. Typically, those expenses are covered from fees charged for renting booths, admission charges etc. Following a successful K&W, donations are made (more than a million dollars over the years) and there is still money to spend on the next meet preparations - not this time.

The large colored program is probably among the biggest expenses and it cannot be used in October. Some who committed to attend in May cannot make it in October, so the staff needs to recruit and process more exhibitors not to mention make refunds. They must also negotiate with various vendors such as hotels, food services, printers, etc. Some of the folks who have generously donated enough in the past to be recognized as a sponsor, may not renew due to business problems related to the virus. If they do renew, they may have to cut back on their donation.

If you are able or if you know someone who is, Bob would appreciate hearing from you. Call him at 713.521.0105. It would be really helpful if K&W could increase the number of sponsors to help ensure the October event lives up to the past successes.

Also, if you are planning on displaying your Packard(s) in October, please get your application in early. If you were not planning on taking a car, the registration process has been resumed so please reconsider.

I am optimistic that we will have another great K&W weekend! - we just have to!

Keels & Wheels d'Elegance  
PO Box 156, Seabrook, TX 77586  
Office: 713-521-0105  
Cell: 713-256-8707

[www.keels-wheels.com](http://www.keels-wheels.com)

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along the back fence where Carol planted something called Katie Ruellia. It has beautiful purple flowers and there are two versions. This one has the tall plants but there is a shorter version that we have in our front flower bed. Anyway, this one had grown out of its confines and into the yard and was about to surround one of the Crepe Myrtles. Plus, I never saw one but to me it looked like a good place for snakes! That took several days but it is back in its assigned borders and really looks nice. There was a similar area the fence builders had to disturb on the side. Only this one had Calla Lilly's and also a possum nest in the middle. I cleaned this one up as well and it looks much better! Possums moved on with a little coaxing.

The next project is to get the power washer out and clean the exterior of the garage and the patio as well as a few spots on the house fascia. I am thinking a good wash job will put a paint job off a little longer on our 14-year-old house. I have never paid for a house painting and in the 34 years we lived in our previous home, I painted the whole thing at least 2 1/2 times. Not saying I couldn't do it now but life is full of choices. At my age, just like the fence, I choose to let someone else do it while I do something more fun. On bad weather days or when I am just not in the mood, we watch Gun Smoke re-runs. Love Marshall Dillon. It was on more than 20 years so we still have a lot more to see. We also have rediscovered the covered patio we built a few of years ago. It is great for a couple of cups of coffee and bird watching each morning, and a nice place to relax in the afternoons.

Enough about my chores! If you are looking to expand your collection or if you are one of our members who currently doesn't own a Packard, there have been many recent opportunities to buy one locally. Almost monthly someone contacts me about a Packard that is looking for a new home. I try to gather all the info I can and then pass it on to you. There have been finished cars ready to tour as well as some needing a little TLC and also some projects. Check out some of the opportunities we share if you need a Packard.

We are not sure when we will have our next meeting but **Evelyn** told me the barn is clean and her cars are as well. **She said we are welcome to use it for a meeting as long as it is not in October as she will be busy with Keels and Wheels. A number of our members will be as well.** I am thinking we may have a meeting in July or August. However, that would be awful hot to be in the non-air-conditioned car barn. We might need to save it for a cooler month, but let me know what you think.

I have a plan for a one day fall tour if the membership is interested. We usually have our fall tours in late October or early November. The cooler it is the better chance we have for members to drive their Packards! I would like to duplicate a tour we recently went on with our AACA friends. The Stephen F. Austin statue and museum is near

Lake Jackson on 288. To put it in perspective, that is about 30 miles from Big Horn BBQ where we had a meeting a few months back. The statue was done by the same fellow that did the big Sam Houston statue outside of Huntsville. The statue is on the drive leading to the museum. While the museum is relatively new and not very big yet, the docents were wonderful. They dress in period costume and tell all sorts of stories that I never knew. The docents tell a really interesting story about his burial which I won't spoil by telling you now. After the museum visit, we drove about 12 miles to a restaurant and B&B on the banks of the San Bernard River. We had a great lunch. There is a paddle boat that will take you for a cruise on the river. I would like to do that with the club after lunch. Anyway, think about it. If you have a better idea, we'd be happy to hear about it. Or any idea for a monthly meeting once we can meet again.

I continue to be proud of our region. While some clubs are barely hanging on with their aging membership, we maintain around 50 families. I think we have added at least 4 in the last year while having two move away.

There are several reasons we are bucking the trend in old car membership. I think it is communication with members, monthly activities, and a core of "worker bees" that keep things going. I cannot express how thankful I am to the Carters for all they do promoting membership and publishing the Owner's Manual. **Jan** does a lot of work on our online newsletter! **Doug** has one of the best websites in the Packard Club. If you have not done so, please send him a picture of your car(s) for the member's car section.

I think I have rambled on long enough! Just know our thoughts and prayers are for all of you to weather this storm are being sent. Until we can get together again, keep those Packards running and stay healthy!

Happy Packarding....., Tommy

### CORONA VIRUS UPDATE....

**In a few more days we will know everyone's true hair color.**

### FUEL FOR THOUGHT....

**When life gives you more than you can stand – KNEEL**

## PACKARD OIL & FUEL CHOICES BY TOMMY BACCARO.

Recently, **Tom Drisdale** (took possession of his very original 1953 Clipper) called me regarding lubrication. He had seen an ad for the classic car oil that is marketed by the **Classic Car Club of America**. It is high in zinc content which experts say our old cars need to protect the lifters and the cam. He offered to buy a pallet of the oil and sell it to members at his cost if there was significant interest. I told him I would inquire to see if any were interested. I did not find anyone that wanted him to buy the pallet, but I got several responses that I feel would be helpful to all of us.

Our friend, **Chris Stathopulo**, the **new director of the North Texas Region** was among those who responded. He agreed that protecting the valve lifters and the cam was the main concern. It seems that Zinc was removed from most oils because it is not good for the catalytic converters in modern cars. He recommended **a diesel fuel such as Shell Rotella T4 which still has some zinc content**. For an alternative, **you could use some other brand but purchase an additive called ZODP** at your local parts store.

**Jay and Mary** have a variety of collector cars in their stable. **Jay** says he only uses **Valvoline Racing oil with a high Zinc content**.

**Larry Myers** wrote that he polled our friends up in the **Ark-La-Tex Region** and their lubricant of choice was also **Shell Rotella**. He did not say if it was the T4 version but I presume it is.

**Jeff Pate** said at his facility they use a product called **Z Rod racing oil high in Zinc content**. As an alternative, **he said you could add Comp. Engine break-in oil additive to whatever oil you do use**.

**John Eanes** in Galveston said if you use the **STP additive with your oil**, it has a lot of Zinc included.

**I personally use Castrol 20/50** in mine with the exception of the '48. The '48 only has 56k on it and we rebuilt the engine on it in the early 80's. I doubt if it has 10k on the rebuild so we use straight **30 wt. Castrol with STP added**. When we got it out of Jim Tagliabue's warehouse on Little York Rd. in '79, it had been in storage for most of 20 years. We pulled it out outside and installed a battery and an electric fuel pump and drove it home. That only lasted a few months then it blew a head gasket and showed signs of a stuck valve so we rebuilt it while it was down.

In 2013, we drove our 1940 160 and our 1955 Clipper to Salado. Those of you who are familiar with the Packard V8 are aware sooner or later they all develop lifter noise.

The problem is worse on the '55's because some improvement was made in the '56 run. The source of the problem was the vacuum chamber in the fuel pump that powers the wipers. It sucks air that somehow impedes the lifters. Years earlier **Chris** had replaced the lifters in the '55 and that seemed to solve the problem for 3 or 4 years.

On that trip to Salado, the lifter noise re-appeared. One of the participants drove a '55 Clipper all the way from Ohio. I asked if he had the problem and he said he had switched to **Castrol 20/50** and it solved the problem. I decided to follow suit when I got home. On the same trip, the 356 in our 1940 burned a lot of oil. (that engine had been rebuilt before **George Bruns** bought it.) It did not smoke and there were no leaks but it probably consumed 3 or 4 quarts. on that trip. **Doug** at the time suggested I switch to the **Rotella brand** but I decided since I was going to use the **Castrol** in the '55, I would just use the same along with a **quart of STP**. I am happy to say that so far has worked in both cars.

In our region, we were fortunate enough to have three retired Shell engineers as members. I have valued their advice and recommendations for years.

One was the late **George Bruns** who we bought our 1940 from. The other two, **Rich Trokey and Doug Carlson** fortunately are still with us and willing to enlighten us in regards to lubricants. In addition to lubricants, what grade fuels to use is always a big question.

Those of us who live in the greater Houston area or in counties adjacent to Harris, have some difficulty finding gasoline that does not have a significant ethanol content. This is not good for various rubber parts in fuel pumps, carburetors etc. While in League City I could drive to the **Buckee's** near Texas City or to a station in Alvin to get non-ethanol content gas, I choose just to use the **Stable additive 360**. This is designed not only to help retard the spoilage of your fuel due to infrequent use but helps fight the damage the ethanol has on your rubber parts. Even so, when I replace rubber fuel lines, I pay a little extra to get the rubber hoses rated for fuel injection. They are more resistant to ethanol.

When we bought our 160 from **George**, I asked him what fuel he burned. Of course, he said **Shell**. He then explained that the car would run fine on regular grade gasoline. However, the mid-grade gasoline has more additives added which tend to keep the gas from breaking down as quickly due to infrequent use. To this day, even if I am at a Shell station, I buy the mid-grade fuel.

Hopefully this little survey will help you make decisions to keep your Packard(s) rolling. Hope to see you all soon at an LSP meeting.

### RECAP OF PRODUCTS MENTIONED:

**SHELL ROTELLA T4  
VAVOLINE RACING OIL  
Z ROD RACING OIL  
STP ADDITIVE  
CASTROL 20/50**

**PEN PAL REQUEST – BY BOB SUPINA**

Bob & Gail have a special cousin near Vienna Austria. He is special because he is the ONLY relative into cars...the little 'p's...Porsche. His younger daughter, Anja, is 14 years old and looking for a pen-pal. The parents speak fluent English and Anja is improving with her language skills.

We are asking anyone in the LSP membership if they know of a 14-year-old boy or girl around that age who would be interested in corresponding with Anja.

Icebreaker is obvious...."What's it like having a father fooling with old cars?"

Contact Bob for more information.

**HAPPY BIRTHDAY!**

**April & May Birthdays**

**April**

- 1 Carol Baccaro
- 1 Evelyn Timmins
- 7 Trudy Hammac
- 7 Paula Holzband
- 11 Rodney Ross
- 13 Bob Supina
- 14 Dixie Grimes
- 18 Jo Goertz-Hague
- 20 Mike Calistrat
- 21 Doug Carlson

**May**

- 4 Vivian Lortz
- 7 Chris Baccaro
- 8 John Lortz II
- 9 Mike Hoffman
- 14 Zoe Baccaro
- 22 Dan Grilli
- 22 Jamie Baccaro

**2020 Events Held, Cancelled & Future Mtgs Available**

- January 18** - Potluck lunch at Sartin's Car Barn with trip to Musgrove's garage to search for Packard Parts.
- February 22** - Ol' Railroad Café – Rosenberg, TX hosted by Ben & Janice Carter
- ~~March – Preparing for Salade - CANCELLED~~
- ~~April 3, 4, 5 – Texas Packard Meet - CANCELLED~~
- ~~May 2-3 – Keels & Wheels – CANCELLED~~
- June – AVAILABLE**
- ~~July – National Packard Meet – CANCELLED - AVAILABLE~~
- August – AVAILABLE**
- September – AVAILABLE**
- October 17-18 Keels & Wheels, Seabrook, TX**
- November – AVAILABLE**
- December – AVAILABLE**

**WANT TO HOST OR PLAN A FUTURE MEETING PLACE?**

Any ideas - suggestions - opinions – feelings – notions – thoughts – concepts – viewpoints you have would be appreciated.

Contact our Activities Director Chris Baccaro.



Memorial Day is an American holiday, observed Monday, May 25 honoring the men and women who died while serving in the U.S. military.

Originally known as Decoration Day, it originated in the years following the Civil War and became an official federal holiday in 1971.

Let's not forget those that fought and gave their life for our country.



**Dick Bautch**  
**November 21, 1939 – May 4, 2020**

Dick was raised in Nelson, Wisconsin and attended Eau Claire State where he played basketball and baseball. He graduated from the University of Wisconsin Madison in 1962 with a degree in civil engineering. He later obtained an MBA from the University of San Francisco, California. He married Deborah Sidwell in 1964 in San Francisco. They had four children and later were divorced. He was employed by Chevron Oil Corp. (then Standard Oil) headquarters in San Francisco from 1962 -1977. He then transferred to Houston, TX where he worked until his retirement in 1995. He lastly worked as an international oil trader for Chevron. Later he was employed for five years by the city of Houston as a real estate tax protest appraiser on the Harris County Appraisal Review Board. Dick was an active member of Chapelwood United Methodist Church in Houston.

His daughter, Cathy, says Dad loved his cars and working on them, but more than that, he loved being part of your car club. He would tell his children about the different lunches and gatherings we had. He has a room in his house dedicated to all things Packard, including spare (?) parts. His daughter still remembers visiting when he took the engine apart and seeing all the parts laid out in order on the bed. I guess his engineering background really paid off in getting it all put back together!

He is survived by children, Cathy (Keary) Castleberry, San Antonio, TX, James Bautch, Houston, TX, Daniel (Suzanne) Bautch, Austin, TX, Karen (Jason) Hardin, Oakwood, TX and nine grandchildren ages 10 to 20. Two brothers David (Sonja) Bautch, Alma, WI, Thomas Bautch, Nelson, WI and sister-in-law Susan (Terry) Bautch, Evanston, IL. He is preceded in death by his parents and sisters Suzanne (Bautch) Koscielicki, Barbara (Bautch) Hartman and brother Robert Bautch.

One of the things he loved to do was participate in the neighborhood 4th of July parade and letting the young kids take pictures next to his Packard. On a personal note, Dad hated hospitals and the idea of moving to a retirement community, so we take comfort in knowing he passed away at home and it was not a long, drawn out illness that took him. On the contrary, even though the virus-induced lockdown was hard on him, he was in good spirits and doing quite well physically. He also spoke to his children, brothers and friends much more frequently than before his routine was interrupted, and for that we are thankful as well.

Dick had two Packards - a 1935 120 892 Touring Sedan and a 1935 - 1201 816 4dr Club Sedan. The club is making a donation in his name to the Packard Proving Grounds. A memorial service will be held in Houston, TX at a later date. Cards and condolences may be sent to Cathy Castleberry, 208 Sunway Dr., San Antonio, TX 78232, or email [cberry65@hotmail.com](mailto:cberry65@hotmail.com).



Dick's '35 1201 816 Club Sedan



Dick's '35 120 892 Touring Sedan

**NEW ADDITION TO LONE STAR PACKARD'S CARS.....**

If you have been reading your emails from Tommy, you saw that there was a 1949 Packard 4 Door Sedan for sale in Wharton. The car appears to be in good shape with a rebuilt motor and transmission.

Newer LSP members, **Robert & Amy Taylor**, have been looking to acquire a Packard. He was familiar with this car and went to Wharton and purchased it.

The owner who has passed away had been restoring the car, but had not finished. **Robert** says that the car was two-toned when purchased by the previous owner in 1993 – see picture below, but is now solid black. He may want to return to the two-tone black and gray.

The chrome, much of which has been redone, needs to be installed. Maybe some of our fellow LSP members can help Robert install the chrome and stainless. It could be a fun project.

The car has not arrived in Houston yet. This will make a great addition to our club and we are hoping to see it at a future meeting.



**Regional Officers**

<b>Director:</b>	<b>Tommy Baccaro</b> 832-905-3904
<b>Assistant Director:</b>	<b>John Lortz</b> 832-746-8078
<b>Treasurer:</b> <b>Darrow</b>	<b>Tony &amp; Shirley</b> 832-286-1276
<b>Secretary/Benevolence:</b>	<b>Janice Musgrove</b> 713-304-7493
<b>Membership/Publications:</b>	<b>Ben &amp; Janice Carter</b> 281-341-6595
<b>Activities:</b>	<b>Chris Baccaro</b> 281-796-9131
<b>Historians:</b>	<b>Carol Baccaro</b> <b>Anthony Baccaro</b>
<b>Webmaster:</b>	<b>Doug Carlson</b> 281-391-6203
<b>Technical Pre-war:</b>	<b>Leon Ahlers</b> 281-324-9393
<b>Technical Post-war:</b>	<b>John Lortz</b>

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](mailto:281-341-6595) - [ben.carter47@yahoo.com](mailto:ben.carter47@yahoo.com).

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

**PACKARD**

**ASK THE MAN WHO OWNS ONE**