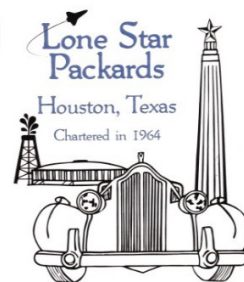


# The Owner's Manual

The Official Newsletter of The Lone Star Packards



Spring 2018

## Director's Corner

As I write this I am still catching up on things around the house and garage that I put off while we prepared two cars for Keels and Wheels. This year's event was better than ever despite the weather people and their gloomy forecast. We had a large contingent of LSP members and record number cars from our region. Elsewhere in this issue you will find more details and many pictures.

This week we predictably hit the 90 degree mark and you know there will be more and higher temp to come. I am always amused at our friends up north that are so happy when summer arrives so they can get their Packard out of storage and start cruising. I think at this time we only have one Packard in our region with a working air conditioner, therefore our reaction to summer in South Texas is considerably different! I have vowed many times to put one in our '55 but every time I get close to doing it something comes up a little higher on the priority list and A/C has to wait. Anyway, it is on my bucket list! I have floated the idea about perhaps having breakfast meetings around 8:00 a.m. during the really hot summer days but so far, the idea just seems to be floating around by itself. In June we are invited to the Sartin's car barn to see three new cars including one Packard convertible. The club will provide BBQ and members will bring a side dish or dessert to share. There will be no meeting in July due to the national and August is still open so speak up if you have an idea.

Our membership continues to stay pretty steady right at 50 but we do have 2 or 3 regulars that have not renewed. I am guessing that is an oversight so we will get in touch with them. There was a lot of interest in our cars at Keels and Wheels and we referred several to the LSP website for more information. Speaking of dues, we also floated the idea of reducing the dues to \$10 for the 2019 year. Our treasury is in good shape, even after our donations to the restoration of the Packard Proving Grounds. This is due in part as we no longer have the huge expense of printing and postage for the Owner's Manual. It is a long time before we have to make that decision but think about it for 2019.

Chris and I are always looking for new and fun activities for our monthly meetings. Send one of us a note if you have an idea. Before you know it fall will be here so we need to start thinking of a fall tour. Last year we did a one day tour which we could do again or we could have one of our traditional weekend activities. Give us your thoughts.

Happy Packarding, Tommy

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## The Katy Bunch of Lone Star Packards By Janice Carter

In 2004 the Trokey's and Carlson's started going to Los Cucos on Tuesday night because of the 99 cent beer and margaritas! That was enough incentive, but also gave the ladies a night they didn't have to cook. Soon **Bob & Gail Supina** started joining in along with **Dale & Janice Musgrove**.

This did not consciously start with Packard members, but just a place to go on Tuesday night and of course 99 cent beer and margaritas were enticing. Over the years some couples dropped out, and others were added like **George & Jackie Bruns, Dale & Patty Wilpers, Bernie & Ann Stebenne**.

In 2008 **Ben & Janice Carter** joined LSP and were invited to the Tuesday night event even though we live farther out in Ft. Bend. When **Ron & Robin Scarbro** joined LSP and once we found out where they lived, this was a convenient place for them to come too. Ben met **Jack & Rena Sartin** at a Katy Cruisers meeting and invited them to join the group. Last year **Bill & Judy Anderson** joined our Packard club and also take advantage of this fun night out with friends. The restaurant no longer has 99 cent beer/margaritas and several of us can no longer partake of these tempting adult beverages, but enjoy the friendship and fellowship as this has become a tradition!

**Roberto** has been our server all these years and although the couples do not sit together -- all the ladies sit at one end of the table and guys at the other -- he knows who goes with who and our orders are always correct. This seating arrangement works well for all of us. The ladies get to catch up with what is going on in our lives and discuss anything and everything, while the guys talk cars or whatever they want to share with each other. This makes for a fun time for all.

Sometimes **Tommy, Carol and Anthony Baccaro** will drive from League City to old town Katy to enjoy this good time. This is a real "road trip" for them.

The evening always ends with us going to someone's home for coffee and dessert. The closest homes to the restaurant are the **Trokey's, Carlson's, and Sartin's**, so **Karen, Maureen and Rena** take turns preparing the after dinner treats with help from the other ladies from time to time.

You are welcome to come join in the fun if you are in the neighborhood!



**Left to right:** Bill & Judy Anderson, Jack & Rena Sartin, Rich & Karen Trokey, Janice Musgrove, Doug & Maureen Carlson, Ben & Janice Carter, Bernie & Ann Stebenne, Ron & Robin Scarbro and Roberto.

**HAPPY BIRTHDAY!**

### April Birthdays:

- 1 Carol Baccaro
- 1 Evelyn Timmins
- 7 Paula Holzband
- 13 Bob Supina
- 14 Dixie Grimes
- 20 Mike Calistrat
- 21 Doug Carlson

### May Birthdays:

- 4 Vivian Lortz
- 7 Chris Baccaro
- 9` Mike Hoffman
- 22 Dan Grilli
- 22 Jamie Baccaro
- 30 Carole Coghill

### June Birthdays:

- 2 Patricia Orr
- 12 Dave Lucas
- 23 Bob Ess
- 26 Judy Anderson

## Keels & Wheels Report

By Tommy Baccaro

This past weekend was the 23rd Annual Keels and Wheels show at Lakewood Yacht Club in Seabrook. We had a wonderful turn out of LSP cars and participants. I always hesitate to list people as I am so forgetful but will try.

First let me list those who did not bring a car but still came by to support our efforts. Robert Quinn, the Wandermans, the Orrs, Bob Ess, Jerry Ehrman, Dan Becker, John Lortz Jr. and kids, Jay and Mary Matthews. Extra credit goes to Jay and Mary because they had planned on displaying the yellow convertible, but it broke down in the middle of Houston on I-10. They got it towed back to Bellville and then spent the weekend visiting with us in our LSP encampment and checking out the many cars (over 200 classic cars and over 100 wooden keeled classic boats).

Out of the 13 Packards present, 8 were from our club and there would have been one more if Jay and Mary's car could have made the show field.

A crowd favorite was the red '53 Caribbean formerly owned by popular singer Perry Como. We should count it in our numbers as we were the ones who tracked it down at its home at the Packard Museum in Dayton and they kindly loaned it to us for the show.

The **Baccaros** brought our 1948 LWB Deluxe and our 1940 Super 8 but did not have either judged. The **Lortzs** displayed their red 1953 convertible, **Dan Grilli** entered his freshly restored 1949, **Ben and Janice** entered the 1940 Six with its newly acquired and installed luggage rack, **Lenny and Paula** displayed their 1941 Deluxe 120 known in LSP circles as the movie car because it appeared in so many movies, **Richard and Irena** entered at least one Packard as well as other cars, **Greg Jeter** entered his '53 Packard coupe, member **Jeff Pate** entered a Lincoln and a Pontiac, and **Evelyn Timmins** entered an Auburn.

Something interesting happened regarding the classification of **Greg's '53**. Instead of putting it in the Packard class, they put it in the 50's class and parked it over by the boats. It ended up winning the class! Greg may want to leave it there for next year!! Our friend and director of the Arklatex Region, **Jim Quinn**, entered his "light 8" in the preservation category and he won a trophy!

The show continues to benefit the kids at **Today's Harbor for Children** formerly known as Boy's and Girl's Harbor. Despite the weather people forecasting the worst for Saturday morning, it was a nice weekend. We had about 30 minutes of mist on Saturday morning and that was it! K & W serve as one of our two public service activities each year and I am happy so many members participated either as exhibitors or spectators. Try to get one of your Packards ready for next year and join us! Before that, however, we have **Lenny's car show in October** benefiting the Houston Food Bank. It is certainly a worthy cause and does not require a great deal of time.

A really neat thing happened regarding our 1940 Club Sedan. A lady and her husband stopped by to visit. She said she had fallen in love with our '40 two years earlier which was the last time it appeared at Keels and Wheels. At the time, she was writing a book set in Houston two days before the Pearl Harbor attack. She loved our car so much that she put the lead character in a 1940 maroon Packard like ours. She said in her research she discovered Packard offered factory air in 1940 and since it was Houston, she did add the a/c. The book is titled "*Bad Day for a Bombshell*" and is available at Barnes and Noble so you can guess who is going to get one this week! The author's name is Cindy Vincent and the book is a mystery story. She is almost finished with the sequel.

Proud of our LSP Region, Tommy



More pictures on page 7

## Packard One-Twenty by John Eanes

The **Packard One-Twenty** (also known as the **One Twenty** and **120**) is an automobile produced by the Packard Motor Car Company of Detroit, Michigan, from 1935 to 1937 and from 1939 through the 1941 model years. The One-Twenty model designation was replaced by the Packard 200.

The One-Twenty signified the first time that Packard had entered into the highly competitive mid-priced eight-cylinder car market. Packard enthusiasts view the production of the One-Twenty and the Six/One-Ten models as the start of Packard's losing its hold on the market as the premier American luxury automotive brand.

The introduction of the One-Twenty (and later the Six/One-Ten models) was a necessary move to keep Packard in business during the final years of the Great Depression, expanding on an earlier approach with the Packard Light Eight. Branding the One-Twenty a Packard enabled middle class buyers to proudly own a Packard, a name long regarded as one of America's most prestigious cars.

The One-Twenty introduced the independent front suspension to the Packard line. Its so-called "Safe-T-Flex" suspension was an unequal upper and lower A-arm type with the largest possible lower A-arm composed of two different arms bolted together at a ninety-degree angle. In other words, it made for a heavy-duty, maintenance free, smooth driving vehicle.

In its introduction year, the Packard One-Twenty was available in a broad array of body styles including two and four-door sedans, convertible and Club Coupe. The One-Twenty, weighing in at 3,688 lbs was powered by an all-new Packard aluminum-head L-head inline eight producing 110 bhp at 3850 rpms. Prices ranged from \$980 for the three-passenger business coupe to \$1,095 for the Touring Sedan. Introduced in January 1935, the car was an immediate success with consumers, with Packard producing 24,995 One-Twentys, compared to 7,000 of all other type Packards for the year.

For 1936 Packard increased the displacement on the L-head eight, increasing its output to 120 bhp, making the car capable of reaching a top speed of 85 mph. The One-Twenty added a convertible four-door-sedan model which was the most expensive model in the range priced at \$1,395. A total 55,042 units rolled off the line in 1936, the highest production that the One-Twenty would reach.

In 1937, the One-Twenty went up-market as the company introduced the Packard Six, the first six-cylinder Packard in ten years. For 1937, the One-Twenty broadened its model range and was now available in "C" and "CD" trim levels. The line also added a wood-bodied station wagon, Touring Sedan and limousine built on a 138 inch wheelbase and priced under \$2,000. Introduced in September 1936, 50,100 units were produced during series production.

After 1937, the One-Twenty name was dropped and its model folded into the Packard Eight model range.

Returning to the Packard model range in 1939, the One-Twenty continued to be offered in a full range of body styles from coupe to Touring Limousine, with prices for the model range between \$1,099 and \$1,856. New for the year was introduction of column shifting (known in Packard parlance as Handishift), which did away with the floor shifter. Introduced in September 1938, a total of 17,647 units were built.

In 1939, the company introduced a fifth, transverse shock absorber on the 120. It also offered Packard's Unimesh four-speed [synchronesh transmission](#), the same as in the [Twelve](#) and already standard on the Eight, as well as the new fourth-gear Econo-Drive [overdrive](#), claimed to reduce engine speed 27.8%, and able to be engaged at any speed over 30 mph.

The series name One-Twenty officially became hyphenated for model year 1940. Again, the One-Twenty came in a full array of body styles, including a semi-custom convertible [Victoria](#) by [Howard "Dutch" Darrin](#). Introduced in August 1939, total model year output was 28,138 units.

In its final year as a model, the One-Twenty lost a number of body styles to the expanded One-Ten line of cars. The One-Twenty was available in business [coupé](#), club coupe, two-door [sedan](#), four-door sedan, convertible coupe, convertible sedan, and two [station wagon](#) styles. Production sank to 17,100 units.

For 1942, the One-Ten and One-Twenty were dropped as model names and their models folded into the Packard Six and Packard Eight lines. In its seven years in the Packard line-up, the One-Twenty saw a total production of 175,027 units.

*Continued on page 5*

I came into possession of my own 1941 One-Twenty through my good friend Charles Amie of Shreveport. Charles has a large Packard collection and included in his many cars was a beautiful two tone green One-Twenty Club Coupe. I was fortunate enough to strike a mutually beneficial agreement to buy this car and it now resides in Galveston, along with my 1954 Pacific. My wife says that since I now own TWO Packards, I officially have a "collection". We enjoy taking her out as she runs perfectly and garners many thumbs up from those we pass as we drive along the Seawall. Her beauty harkens to a day gone by when automobiles were elegant and a source of pride for the owner. "Ask the man who owns one!"

Here she is.....



#### Meetings & Tours in 2018

**January 20** – Hal Naumann’s Shop Tomball, TX

**February 17** - Spring Creek BBQ League City hosted by Chris & Jamie Baccaro

**March 18** – Los Cucos in Kingwood hosted by Ron & Juanita Jordan and John & Vivian Lortz

**April 5-7** – 43<sup>rd</sup> Packard Meet – Kerrville, TX – no local meeting

#### Upcoming Meetings & Tours – 2018

**May 19** – Spaghetti Western Restaurant in Houston with guest speaker from Hagerty Insurance Company

**June 16** - BBQ and covered dish at Sartin’s Car Barn in Katy, TX

**July** – no local meeting – National Packard Meeting in Columbus, OH

August – Open

September – Open

October – Open

November – Open

December - Open

## 43<sup>rd</sup> Packard Meet – Kerrville Update

By Tommy Baccaro

After 605 miles of trouble free traveling, our '55 Custom Clipper is home snug in the garage after averaging a little over 60 miles per hour. While the hotel is nice and the fellowship with our friends is wonderful wherever we are, I am really glad the group almost unanimously voted to return to Salado next year. Kerrville is just too far for us, (as well as many others) since we still drive our car to the meet. I think we probably drove our Packard farther than anyone since David Stewart was not there with his trusty '25 Packard from Longview. Regardless, no one could have worked harder to make a successful meet than Beverly and all her helpers including David Miller and his wife who are the leaders of the Heart of Texas Region. **The Lortzs, Myers, Darrows and Baccaros** displayed Packards but we had a lot of our members in attendance. **Trokeys, Carlsons, Carters, and Jerry Ehrman** attended. At the banquet, the **Darrows** won the dress up contest, dressed in their finest 50's clothing.

We have been working with the Visitors Bureau of the Salado Chamber of Commerce to come up with a plan "B" for our return which utilizes the Holiday Inn instead of the Stagecoach Inn. Beverly and I have been very frustrated with the Stagecoach Inn. We finally decided a week or so ago to abandon efforts to return there, at least for the 2019 meet. Who knows what the future will bring? The Lincoln Club has been using the Holiday Inn Express for two years since the closing of the Stagecoach and they will meet there again in April.

Chadly Hallas, from the Visitors Bureau put together a great plan for our return, which not only utilizes the Holiday Inn but the craft brewery in town, and also possibly the Barton House Restaurant. Regarding the restaurant, I think the BBQ chicken and chicken fried steak buffet in Kerrville was good and I hope we can do something similar as opposed to the sit down dinner format.

The Friday night mixer will involve the brewery as well as food trucks and music and ample parking for the cars. The show and swap meet will be on the grounds of the restaurant which is actually an old house built by a prominent Salado doctor in 1888. On the way home today Larry and Lily Myers drove through Salado to check out the venues and they reported it all looked good.



It appears I have become the chair of the event, so that means I will have to have a lot of help and guidance from our entire LSP family, as well as the other regions. We have a large void to fill as Beverly Clark Teel and her helpers have worked very hard for a long time. Both Margaret White and Beverly no longer even have Packards since the passing of Roger and Billy but they have continued to work for the Texas Packard Meet. It is imperative that we rebuild our meet and I think the return to the more central location of Salado will do a lot in that regard. We need to promote this event in all our advertising as "Going home to Salado".

More details will follow but I expect we will need to start talking about the 2019 meet at our June Meeting.



Keels & Wheels 2018



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 is published quarterly. Editorial office located at 1103 Pioneer Dr. Richmond, TX 77406 – [281-341-6595](tel:281-341-6595) - [ben.carter47@yahoo.com](mailto:ben.carter47@yahoo.com).

**A Solemn Tradition: Memorial Day**

**Thank you to our veterans, past & present. And thank you to those who made the ultimate sacrifice.**

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