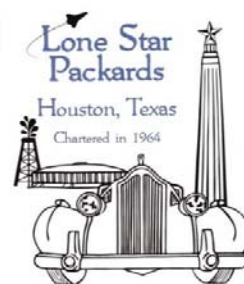


The Owner's Manual

The Official Newsletter of The Lone Star Packards



Winter 2017

YEAR IN REVIEW

Tommy Bacarro

Happy New Year to all our LSP family

The year 2016 was another very successful year for the third oldest region in PAC. I doubt if there is another region more active than LSP and I am optimistic that 2017 will be even greater. Once again we can brag about having twelve monthly activities. A significant number of our members participated in the state meet. We have a great website thanks to the efforts of Doug Carlson. It has to be considered one of the best in PAC. If you have not sent Doug a picture of your car, please do. Also, he is probably ready for a new feature car. If your car has not been featured, write a story and send it to Doug. Thanks to the efforts of the entire Carter family, our quarterly magazine, The Owner's Manual, has been resurrected. Special thanks to Elizabeth Carter and her expertise for making it happen. In addition, the Carters take my monthly summary and add some pictures and other information and send it out as a monthly news bulletin. Our members are probably among the best informed of any region!

2016 went out with a bang due to a wonderful Christmas party organized by Karen Trokey with a lot of the ladies giving a helping hand. We met at Hasta la Pasta on the Grand Parkway in Katy and ordered from an abbreviated menu including some of the eatery's more popular selections. Due to some late RSVP's, Karen was concerned we might not fill up the private room. No problem, we had 41 respond. As usual the food was excellent and warmed our tummy on a cold and windy day. Yours truly had planned to bring a Packard to the meeting but when I went to the garage to get it out I quickly changed my mind while bracing myself against a real "Texas Blue Norther". We quickly decided it would be better to make the sixty plus mile trip in our modern SUV! Following lunch we caravanned to the Sartin's home where the party continued in their car parlor with at least a dozen classic cars and a really great model train display. There were multiple tables set up for the meeting and some of the ladies brought deserts to share. Highlight of the afternoon was the "Texas Steal" gift exchange. That was a lot of fun and I took a really neat book about "Route 66" from Jack. No, I did not feel guilty as Jack had stolen it from Ron Scarbro, who had stolen it from Rich. The rule is it can only be stolen three times and the last one to steal it gets to take it home.



continued on page 2

INSIDE THIS ISSUE

- 1 Year in Review
- 3 LSP Website & Never Give Up Hope
- 4 Diana Drake Interview
- 5 LeMay Museum Tacoma WA

INSIDE THIS ISSUE

- 7 Important Dates & Club Notes

continued from page 1

In addition to the fun party winding up our year, we had some really great earlier activities. Some of those included a record number of members participating in the Keels and Wheels show benefitting Boys and Girls Harbor and participation in the community car show hosted by Lenny Holzband benefitting the Houston Food Bank.(both of these activities qualify as a public service events because proceeds go to a worthy cause).

We visited the DeLorean factory where new cars are actually built and cars from around the world are sent to be restored or up-dated; visited a collection of Model A Fords and antique fire trucks. We held meetings in the presence of large collections such as the Timmins, Sartins, and Wilkens. We participated in the state meet in Kerrville and we had a really great BBQ in Brenham thanks to the Roberts.

This year the annual fall tour was centered around various sites on Galveston Island. Though Galveston was the site of one of our previous successful fall tours, this year it was selected because the Gulf Coast chapter of the AACA was hosting a national meet that week and a number of our folks hold joint membership. Several of the LSP members displayed cars in the various AACA classes. We got a nice grill badge to attach to our 1940. We took the dolphin tour on the excursion boat in Galveston Bay and it is unbelievable how many dolphins you can spot! Thanks again to the Carters and their helpers for pulling this event off in grand fashion!

Following the sad passing of long time member and former director David McDonald, the club agreed to establish a suitable tribute in his name. It was decided we would resurrect the activity award for the member family who brought a Packard to the most number of meetings during the year It is to be called the David McDonald Participation Award. Based on my score card from 2016 the Lortzs and the Baccaros tied by each bringing a Packard to six of the monthly meetings. Congratulations!

Remember our officers serve for a two year term. We are now starting the second year of the current term.

Early in the year we need to discuss other ways of getting more Packards to the monthly meetings. Food for thought, we do try hard to move the meetings around the greater Houston area so the same people don't have to drive so far every month. I like that system though it means it is not unusual for those living in the far corners to drive 60 miles or more to a meeting during a particular month. Perhaps more of our meetings should be in a central location such as one of the restaurants in the Houston Heights area.

Also, I think it is time to make another donation to the Packard Foundation for the restoration and up-keep of the historic Packard Proving Grounds. During the 2013 national, we were pleased to see little signs on doors or windows crediting Lone Star Packards for donations making that particular restoration possible. In addition, I was proud to see several of our members made individual donations to the restoration.

Our membership stands at forty plus families and climbing. With the success we enjoyed last year we have a lot to be proud of but we need to strive to have an equally successful 2017!

Happy Packarding, Tommy



**Kerrville
2016**



**Keels &
Wheels May
2016**

**Brenham
2016**



**Potluck
Sept
2016**



LONE STAR PACKARDS WEBSITE

by Janice Carter

In 2011 we found ourselves without a website. Since no one volunteered, Rich Trokey drafted Doug Carlson to take on this project. Reluctantly, Doug said yes – and why not, he had no web design experience! You have to know Doug to realize he has the intellect to get this done.

It took maybe a couple of months for him to begin to figure it out. He says you can learn a lot on the internet! He found four freeware programs to create text, edit pictures, create web pages, and upload pages to the web. We know he is a man of few words, sharp, and an intelligent guy; however his only computer experience was during his employment at Shell Oil.

Let me tell you a few interesting details about Doug and his tenacity to get things done. He has a degree in mechanical engineering from Christian Brothers College in Memphis, TN. During his 35 years at Shell worked in the area of product development and field technical support, five years in fuels and 30 years in lubricants. He served in the Army Reserve, most of it as a Motor Pool Mechanic. Doug and Rich Trokey and a third Shell employee made *The Guinness Book of World Records* for automobile fuel economy with a 1959 Fiat at 244 mpg in a Shell Mileage Marathon Competition in 1972 that became a TV commercial for Shell. WOW, we have a couple of celebrities among us.



Doug purchased his '63 Avanti in 1968. He and his wife Maureen took it on their honeymoon and all three of their children came home from the hospital in this vehicle. He still has the Avanti and never plans to sell it as it is a part of their family's history.

In addition to his love of automobiles he has been riding motorcycles since 1966 both on road and off road trail riding. Made his first trip to Colorado to camp and trail ride in 1987. Except missing one year he has gone camping and motorcycle trail riding in Colorado every year since 1995 and some years included Utah. He has an assortment of five motorcycles. Doug would not actually call these a "collection" since that would imply they have value! He works on his Avanti, '56 Packard and motorcycles.

continued on page 8

Never Give Up Hope!

By Bob Supina

My Packard obsession started in April 1963 when my brother, Lou, and I had decided to restore his 1947 Oldsmobile to NEW condition. Little did we know that the AACA had started before we were born!

The next day he came home from work and told me about a 1937 Packard Twelve Formal Sedan in a junkyard 8 miles from home. The next day I took my hard earned \$100 and became the proud owner of my first Packard.

Fast forward to 1970 - I had acquired another 1937 Twelve sedan and a 1937 Super Eight seven Passenger sedan. IBM was moving me to New Jersey and I decided to sell my collection to buy a farm so that our children could grow up living with animals as I had enjoyed. I sold the two Twelves to a fellow from Michigan.

In 1976 IBM moved me to Texas to work on the NASA Space Shuttle software. My Packard obsession was rekindled and I joined all the clubs - PAC, AACA, CCCA, and HCCA with the intent of scouring the membership directories to find the Formal Sedan. Years passed with no success. I always figured that the Formal had been parted out to restore some open car.

During this time I was fortunate in finding our 1937 LeBaron All-Weather Town Car, our 1937 English 1500 Sedan and our 1937 Super Eight Dietrich Convertible Sedan. I continued to search directories and all the while maintaining a roster of existing 1937 Twelves and Super Eights.

Fast forward (again) to October 8, 2016. I received an email from George Swartz in Snohomish, WA."Might you be the same nice people that sold me a 1937 Packard 12 Formal Sedan in about 1970 while you were living in Maryland? I still have the car!" Needless to say, I was shocked and elated to hear that my FIRST Packard has survived and is still owned by the man that I sold it to....**46 years ago. Seems he was reading the LSP site and recognized my name on an ad.** My understanding is that he drives the Twelve occasionally, but it has not been restored. Hmmmm...Now how can we make room in the Car Parlor for a Celebrity?!?!?!?

I had pulled this out of a junkyard in PA in 1963 and paid \$100 for it.



Not that I need another Packard, but I certainly would like to get it back!

I also sold the two Twelves to a fellow from Michigan and the Super Eight to a collector in California.

APPEARING IN A PACKARD DISTRIBUTORS SHOW IN 1953 INTERVIEW WITH BROADWAY ACTRESS DIANA DRAKE

By Ben & Janice Carter

Ben and I met Diana Donnenwirth (her stage name was Diana Drake) a lovely, agile, petite 84 years young lady before Christmas. She was visiting her daughter in our neighborhood. Of course Ben had to mention his Packard and that got the conversation going.

What a delight it was to hear her tell us about her singing/dancing/acting career and her agent getting her hired by the Packard Promotional Department (it was either in November or December of 1953 – she remembered it was really, really cold) to appear in a review along with eight to ten other young dancers/models to showcase the new 1953 models for Packard Distributors.

This “Show” was held in a beautiful large theater in Detroit. The cars were on the stage and the ladies danced, sang songs – using a popular song and made a parody to insert words describing the new Packard design. This was Packard's big show for the year and they spared no expense. It was truly grand! There were 8-10 young ladies appearing in this review. However the Dealers kept insisting they take the cast out to dinner every night when the ladies needed to be rehearsing their script and dance routines. This really was a Broadway type show.

Diana started her career when she was three years old on radio singing Polly-Wolly – Doodle. By the age of five was featured on the [Paul Whiteman Show](#). She says he was a very nice man. One time she was having trouble singing with the shows accompanists. Mr. Whiteman wanted to know what was wrong. She told him they don't play this the way my mother does. So Mr. Whiteman had my mother accompany me so I could perform. Actually she started singing about as soon as she could talk!

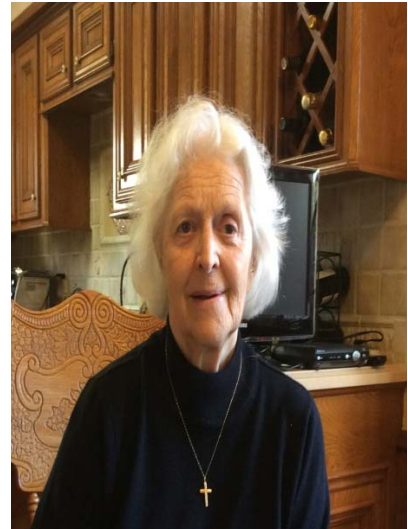
All child actors on radio had to audition. She was an actor on the radio show *Coast to Coast On A Bus* with announcer [Milton Cross](#). This was wholesome entertainment for kids. She sang, did script work, many little skits in this show. She played all kinds of characters – witch to princess. At five years of age did Broadway show – Madam Capet where she played the prince who was Marie Antoinette's son. She had lots of radio work also evening shows – [Everett Sloane](#) was another one. At age six rehearsed for Broadway show “Oh Suzanna” about Stephen Foster but this was never actually produced. Her mother was a dancer in the Chesterfield Dancers in Review during Ziegfeld days. Then she ran a ballet and tap studio.

About age 14 Diana was in musical Broadway Show “*Street Scenes*” an Al Herschfield production. www.alherschfieldfoundation.org. She worked at NBC and CBS Studios in New York and attended a Private School so she would have time off to audition and rehearse for Broadway and radio. She took four years of high school in two years.

From her home in New Jersey she travelled by bus to New York – then took subway to the theatre. Last big show she appeared in was *Cotton Blossom – a Show Boat Review* in 1954 with Burl Ives. During her career Diana did other distributors shows.

Diana belonged to Actors Equity Association since age three and AFTRA at age five. Every actor has to be in AFTRA to appear on Broadway. Her singing, dancing, acting talents provided her a good life. She gave all this up once she had children. Sadly she does not have any pictures of this time in her life as they were lost in a fire.

It was our pleasure to hear Diana reflect on her career and connection with Packards and an era gone by. She is quite a lady! We noticed how she still has that stage and theatrical presence about her.



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LeMay Museum Largest Automotive Museum In North America

By Ben Carter

Last year Janice and I had an opportunity to travel to Seattle, Washington. Since neither of us had ever been to that are of the U.S. we decided to find out what we could see during our short visit. One of the area attractions we found was the LeMay Automotive Museum in Tacoma. I remember seeing a show on the Fox Business Chanel's Strange Inheritance show about a man that had amassed the world's largest collection of restored antique cars. His name was Harold LeMay. The s how told the life story of Mr. LeMay and his obsession for collecting classic cars. It was a fascinating story about how Mr. LeMay started out as an auto mechanic and eventually went into the trash collection business owning his company as well as a trucking company. Over many years he built up his company and fortune which would allow him to accumulate the collection of antique cars. Before his death in 2000 he had amassed a collection of more than 3,500 restored collector cars. The LeMay museum is named "America's Car Museum" to distinguish it from the LeMay family's remaining collection. The \$65 million 165,000 square foot building is on four floors, whose avowed aim is to illuminate the link between Americans and their cars through individual stories. The new building is stunning and resembles a collapsed worm of corrugated aluminum that looks like Ridley Scott crashed a spaceship alongside Interstate 5, just missing the Tacoma Dome.

The museum in Tacoma has about 600 cars and shows them continually on a rotating basis. The building exhibits the cars on 4 large floors with sloping ramps connecting the floors so there are no stairs to climb. Each level is built of beautiful wood typical of the forests of Washington, the Evergreen State. There are many exhibits with special themes such as Elvis, the Beatles and Rt. 66 which show the cars associated with the era. There are many Packards throughout the building. There is even a restoration shop exhibit. There are restaurants and a large gift shop.

If you are ever in the Seattle area, even if boarding a cruise to Alaska it's worth taking time to visit this museum. It is only about 10 miles from Seattle in downtown Tacoma. If you have extra time, drive a few miles south to take a look at Mount Rainier. It's a beautiful drive.





There are many Packards throughout the museum.

The main structure of each floor is made of beautiful wood with 12 world class exhibits of cars from around the world.

There is a private club for collectors that would like to store their car in the museum.

This club is only open to members that have a car in the collection. The cars can be viewed through windows.



It was Harold LeMay's wish that his collection be kept intact. The museum sold 200 cars which angered the family.

The family has opened a museum in Marymont, Wash. with the remaining cars.

It is called The LeMay Family Collection Foundation.

Either location is a tribute to Harold LeMay and his fantastic collection.



continued from page 3

He and Maureen have been blessed with three children and ten grandchildren.

Now you know the story. Doug has spent the last six years being the webmaster and works diligently to keep our information relevant to our club and other Packard enthusiasts around the world. So take advantage of this "networking" opportunity. Doug welcomes your comments, suggestions, and pictures. This is a wonderful website that is there for you – so get involved by logging onto www.lonestarpackards.com. As Tommy mentioned in his article, send Doug pictures and story of your Packard. Then after viewing our site, take a look at some of the other clubs web page and you will see what an excellent job he has done for us and gives an impressive presentation of Lone Star Packards. Some Packard clubs do not even have a website. Remember this is **YOUR** site and it needs your contributions.

Thank you Doug for all the time and energy you have spent creating and maintaining the Lone Star Packards web page.

p.s.

See the article from our member Bob Supina applauding our web page, its content and how someone found Bob through our website.

"Just a note to let you know that my ad on the LSP site did not sell any of my items, but has provided the BEST contact imaginable!!!!!"

Don't forget --- time to pay your 2017 LSP dues.

Send check made payable to LSP to our Treasurer, Rich Trokey at 4718 Grass Shadow Drive, Katy, TX 77493-1777 by **January 31**.

Calendar of Events

February 18	Club meeting at Gateway Classic Cars Houston, TX
Mar. 30 – April 2	40 th Annual Texas Packard Meet in Kerrville, TX
April 27 – 30	Pate Swap Meet Ft. Worth, TX
May 6 – 7	Keels & Wheels in Seabrook, TX
May – TBA	Club meeting in Alvin, TX
June 19 – 23	52 nd PAC National Meet in South Bend, IN

January Birthdays:

1 Chicha Glass
9 Nancy Eudy
19 Juanita Jordan
20 Karen Trokey
29 Jerry Ehrman

February Birthdays:

2 Lily Myers
12 Jay Matthews
12 Stephen Wanderman
16 Caroline Calistrat
18 Jennifer Bates
18 Mike Grimes
18 Ron Jordan
27 Lenny Holzband

March Birthdays:

9 Janis Hinds
9 Rena Sartin
13 John Eudy
16 Jeff Pate

A Final Funny!

BLIND DATE WITH A FAST CAR

"How was your blind date last night?" the young woman asked her friend.

She shrugged. "Well, the good news was, he showed up in a vintage 1965 red Ford Mustang."

What's the bad news?"

"He's the original owner."

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 ben.carter47@yahoo.com.



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ADDRESS CORRECTION REQUESTED

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Membership/Publications:	Ben & Janice Carter 281-341-6595
Activities:	Chris Baccaro 281-796-9131
Historians:	Carol Baccaro Anthony Baccaro
Webmaster:	Doug Carlson 281-391-6203
Technical Pre-war:	Ron Scarbro 281-579-8594
Technical Post-war:	Dale Musgrove John Lortz

