



PREDICTOR

The monthly newsletter of the Packard Club of San Diego

-February 2020-

- ❖ **February 22, seats are filling up fast for our Mardi Gras Party with costumes! Awards will be presented for the best costumes. Ladies, no scanty Rio attire--that goes for the guys as well!**
- ❖ **In March we are joining the Mercedes-Benz Club for a weekend in Borrego Springs. We will be doing some driving for fun and fantastic prizes, visiting and telling wild outlandish stories that may or may not be true, catching up on the latest scandals, and just having some fun. The dates are March 19, 20, 21, and 22, 2020, See page 8 for all the information. **Rooms are limited so please don't wait to sign up****
- ❖ **The January barely hidden Predictor was on page 13. See page 10. Catherine Woolsey is the January winner**

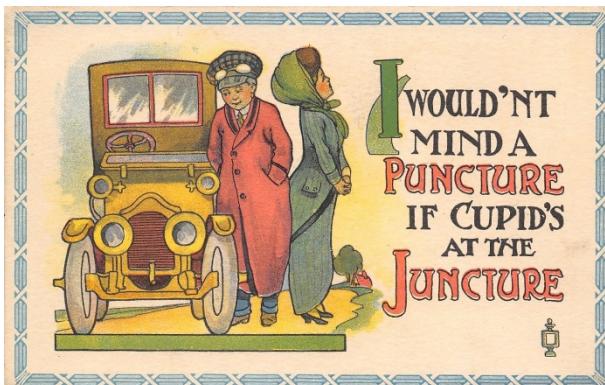
Looking at our schedule, we have a lot planned for this year with an effort to appeal to as many of you as possible. The one event I would definitely not want to miss is the General Lyon's private collection of automobiles kept at his home and his public display of vintage aircraft with a few more rare automobiles, a couple shown below.



***FIND THE PREDICTOR AND WIN A STARBUCKS GIFT CARD.**

REGIONAL DIRECTOR'S MESSAGE

By Richard Schauer



set aside time to spend with your friends, of course. You will be glad you did.

Membership renewal moves up to first place in this month's message. Renewals are flowing in and we are grateful to everyone who feels, as we do, that membership in our club is a special thing. Many people have not yet renewed. I urge you to do so now without further delay. We would hate to see anyone miss out on the many things on our schedule. Further delay means the March Predictor will be the final one you will receive, as we will finalize our membership roster for the year at that time. So, please drop a check in the mail today, to: Packard Club of San Diego, P.O. Box 503605, San Diego, CA 92150-3605.

Many of us know that in May of 2021 our region will host the PAC Western Regional Tour. This is a big deal for us. We can expect somewhere around 75 happy Packard people to flock to our beautiful city. We want to roll out the red carpet and show them our Southern California hospitality. Planning will be a major undertaking. In February I will organize a planning committee, which should include board and non-board members. Some people have already indicated their desire to be a part of what will be an unforgettable event. If you are interested in helping out on the committee please let me or any board member know. We will have a kick-off meeting no later than March where we will brainstorm ideas, assign tasks, and begin working on a schedule. Please come be a part of this; we can use everyone's ideas and skills.

Major events are fast approaching. Please note the March weekend getaway 3-day weekend (or 2-day if you wish) in Borrego Springs organized by the Mercedes-Benz Club, entitled Tequila Rose, the second such gala event we have been invited to join (see flier). Registration is under way and a fixed number of rooms are set aside, so please do not delay in signing up. A date was just firmed up to join the Earl C. Anthony Region up in LA for a dual tour of the General Lyon collection. Saturday May 16 is the date, 10:00 a.m. is the rendezvous time at the general's house in Orange County. Lunch follows and then the second half of his collection will be viewed at his hanger at John Wayne Airport. The Mercedes club will join us on the tour. Folks wishing to may spend the night (accommodations are being arranged even now), or guests may depart for home. A flier will be sent out soon.

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Members of the Board of Directors, Officers, and Committee Chairs for **Packard Club of San Diego, a Region of Packard Automobile Classics (PAC)**.

Regional Director:
Richard Schauer (760)212-4028

Assistant Regional Director and Webmaster:
Tim Pestotnik

Treasurer & Newsletter Editor:
Steve Ross (619) 508-3925 inewsx@sbcglobal.net

Secretary & Director of Club History:
Brian Wagner

Director of Membership:
Open

Director of Club Projects:
Paul Santy (760) 434-2503
pjsanty@sbcglobal.net

Newsletter Co-Editor:
Richard Schauer (760)212-4028

At-Large Director
Tom O'Hara

Technical Chair
Marjo Miller

Packard Club of San Diego
Web: sandiegopackard.com
Email: info@PackardSanDiego.com

Packard Automobile Classics
Web: www.PackardClub.org

Email: PAC@CornerStoneReg.com

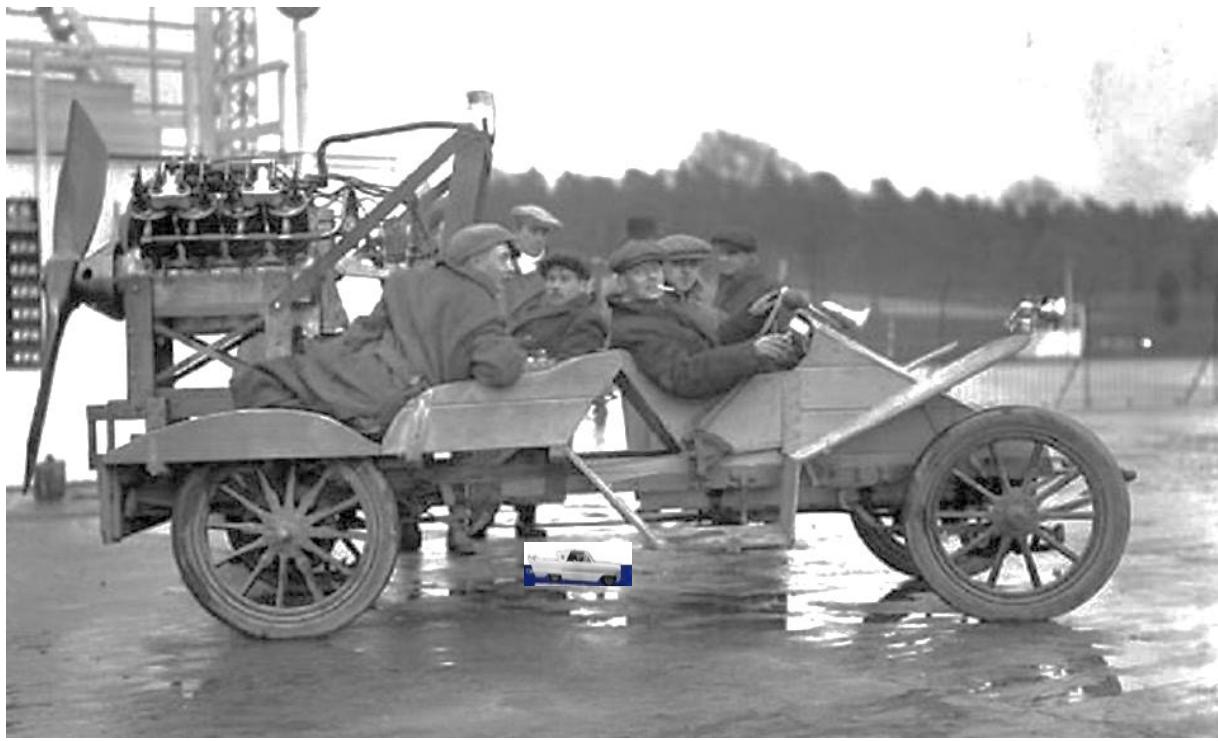
One announcement to make is please take notice of our new web site: sandiegopackard.com The prior web site is no longer active. A lot of hard work went into creating the new site, and I hope everyone enjoys it. More information will be added to it as time goes by, making it even more valuable to our membership.

One last sad announcement is we learned recently of the loss of Honorary Lifetime Member Ken Yankee, who passed away last December after a brief illness. Ken was a major contributor to our club in the early years, quite literally working every position on our board. Reviewing Predictor issues from the period Ken's name is prevalent. I am honored to have known Ken. He will be missed.

On a more positive note, enjoy our wonderful San Diego winter and let's see your Packard out and about soon!

GENIUS OR CRAZY

I know it isn't fair to say these guys are crazy as some might be prone to say right off the bat, but some things are true, they sincerely believe that they are invincible, they believed in themselves, and some may have made major contributions advancing technology.



This photo is so rich with captions that one doesn't know where to begin.

How about, I'm takin my beer with me or We who are about to die, or Smoke em if ya got em. I like—No one in this prop driven DEATH TRAP has a clue.

NEW YEARS DAY BRUNCH at the Temecula Creek Inn

Richard Schauer



Marjo Miller has done it again. Through diligence, hard work, and attention to detail she organized a very nice New Years brunch in celebration of 2020, our very own "Roaring 20's" celebration. The Mercedes-Benz Club of San Diego joined us, and a wonderful time was had by all. Weather of course could not be beat, quite simply a perfect winter day in Southern California. The venue was the Temecula Creek Inn and Golf Course. They set aside a dedicated room to our large group, and service was attentive and excellent.



Welcoming us as we came in was Dion Dyer, all smiles, and handing out name badges.

Our two clubs have met numerous times, but not everyone is acquainted, so this was a nice touch. Mixing, smiles, and joyful conversation began immediately and continued uninterrupted. Packard Club attendees included Jim and Catherine Woolsey, driving their '35 limo. Ken and Sandy Ruminer drove down from Lakewood in their 1949 touring sedan, freshly out of the shop from a valve job. Richard and Karen Schauer brought their '34 sedan.

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**Marjo Miller and Steve Ross
on a break after decorating**



**Packard Club Regional
Director Richard Schauer and
MBCA San Diego Section
President, Diana Kruse**

Members in non-Packards included Karl and Peggy Ramsing, Paul and Kathy Santy, Jay Johnson, Marjo and Dion, Steve and Carol Ross, Brian Wagner (sick with an awful cold, but he did not want to miss this fine event), Tim Pestotnik, Rick Carlson and Lynn Stobel, Tom O'Hara, and guests Tana and Mike Campana.



Marjo and lifelong friend Susan Bach and her husband Gary



Catherine and Jim Woolsey



**Kathy and Paul
Santy, the
Master Chef
and Parts Man.**



**Our leaders Diana and Richard making important
announcements**

The luncheon began with announcements from me and Diana Kruse, president of the M-B club, welcoming everyone, thanking Marjo and Dion for all their hard work, and then telling everyone about upcoming events, such as the Feb. 22 Mardi Gras and the March 19-22 Tequila Rose extravaganza. After that everyone chowed down at the buffet. Toward the end of the luncheon Diana and I read aloud new years resolutions submitted by everyone...it was a hoot! What some people think of!



**Brian having a swig of coffee, Catherine, Jim,
Tim, Tom, and Marjo**

Peggy and Karl



**Brian
and Karl**



**Brian getting his glass, Mike and Tana
Campana in the background. Forefront is
Ken and Sandy Ruminer**



Tana Campana and Karen Schauer



**Karen, Carol and Richard
Packard Club of San Diego**



Karl Ramsing and Jay Johnson
Page 5 of 17



Ken and Sandy Ruminer



A drawing was held to award some lucky person for renewing his/her membership prior to January 1. Actually TWO people were given \$25 gift cards for Target, one being Mark Ballerini and the other Tom O'Hara. Mark's name was drawn first, but it was felt we should applaud someone at the luncheon, and so it was done. Great fun!



Marjo has Ken draw a potential winner

Tom O'Hara is winner if a Starbucks gift card. Richard, Marjo and Susan are happy for Tom. Thank you for re-upping Tom.

The Roaring Twenties are officially underway so watch your calendars. Mardi Gras is this month and in March we are having a weekend driving event in Borrego Springs, CA. This has always been a popular event in our club. Rooms are limited so please don't wait too long to sign up



MARDI GRAS IS HERE!

YES BOYS AND GIRLS WE ARE HAVING
A PACKARD /MERCEDES-BENZ MADRI GRAS RIGHT HERE IN
SAN DIEGO



WHERE'S IT GONNA BE?: SOUTHWEST YACHT CLUB.
SOME OF US HAVE BEEN THERE BEFORE FOR A
VALENTINES PARTY.

Address is 2702 Qualtrough St., San Diego, CA



WHEN IS IT GONNA HAPPEN: FEBRUARY 22, 2020
WHEN DOES THE FUN BEGIN? OFFICIALLY, 1130AM BUT YOU MAY START ANYTIME.

WHATS IT GONNA COST ME? NOT MUCH, \$20/person (you can order/pay for liquor
Separately)

Here are the particulars. This here is a JENUINE Madri Gras so theres gotta be costumes. Awards will be presented to the best traditionally dressed Madri Gras lady and gentleman. Not looking for skimpy or a lota skin but if you think it takes that to win, go for it. The prizes will be to die for. IF YA AIN'T GOT BEADS THERE WILL BE A HEFTY FINE. Maybe some kind soul will bring extra beads for us. I say let's show these Packard people how to party since they think they know how. There will be instructors for those of us who have never been to a Madri Gras. Oh, if you ain't got a costume or ain't into that, come in whatever. Just don't laugh at the dressed up folk.

Choice of:

- SWYC Cobb Salad
- Cheese or Chicken Quesadilla
- Grilled Reuben Sandwich
- Grilled Mahi Mahi Fish Tacos
- Yacht Burger/Yacht Cheeseburger

Quantity



Names of Attendees: _____

Please complete the form above and send with your payment by February 18, 2020 to:
Marjo Miller

San1220 Rosecrans Street #304 Diego, CA 92106 miller.marjo@gmail.com





TEQUILA ROSE



Borrego Springs Resort & Spa
1112 Tilting T Drive
Borrego Springs, CA 92004



SCHEDULE OF EVENTS

Thursday, March 19

- Arrive - Check In

Friday, March 20

- 1:00 pm Car Show
- 6:00 pm Reception

Saturday, March 21

- 10 am Gymkhana
- 11 am Rallye
- 6:00 pm Awards Banquet

Sunday, March 22

- Auf Wiedersehen

WHAT YOU MAY SEE AND DO

- See the Salton Sea Americas answer to the dead sea
- Have the opportunity to seek & perhaps find Americas version of the dead sea schools, unlocking the mystery of the worlds most informative rallye
- Hone your driving skills in the famous San Diego Section Gymkhana.
- Car show on Christmas circle in downtown Borrego Springs. Awards
- Will be given to 3 Mercedes-Benz and 3 Classic Packards.
- Win amazing prizes

• HERE'S THE SCOOP

| | |
|--|---------------------------------|
| • 2 Nights per couple: \$440.00 | • 3 Nights per couple: \$622.00 |
| • 2 Nights per single: \$403.00 | • 3 Nights per single: \$586.00 |
| • Wonderful accommodations at the Borrego Springs Resort & Spa, all rooms are suites | |
| • Reception hosted by the San Diego Sections Director of Spirits | |
| • Awards Banquet Dinner | |
| • Great Prizes and Awards | • Gift Bag • 50/50 Raffle |

SEE NEXT PAGE FOR RESERVATION FORM



Tequila Rose



MARCH 19, 20, 21, 22, 2020

The theme for the weekend is

BACK TO THE ROARING TWENTIES

Cost

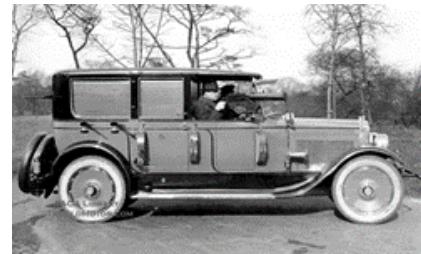


***Three nights Per couple: 622.00**

***Three nights per single: \$586.00**

***Two night per couple: \$440.00**

***Two nights per single: \$403.00**



Cost includes a welcome basket
with priceless mementos of the Weekend

NAMES OF THOSE ATTENDING: _____

AUTOMOBILE: _____

PHONE NUMBER: _____

E-MAIL ADDRESS: _____

NUMBER OF NIGHTS BOOKING: _____

AMOUNT ENCLOSED: _____

MENU SELECTION: Petite Steak Grilled Salmon Veggie

Send your reservations desires to Steve Ross at 16151 Fruitvale Road, Valley Center, CA 92082. Questions? Contact Steve at inewsx@sbcglobal.net or 619-508-3925.

Please sign up soon as the accommodations are limited. The desert is in bloom and very popular this time of the year

We need your reservations by February 22, 2020.

MEMBERS' CORNER

FOR SALE



1948 327 Packard engine for sale, complete rebuild, nothing left untouched, call for details, Mark Ballerini 760 473-4224.

1938 Packard 6-Cylinder Engine and 3-Speed Transmission for Sale.

The engine was in running condition when it was removed from the car. It developed a knock which is probably a loose connecting rod. The engine has well under 10K miles on it since being overhauled about 4 years ago. The cylinder head was resurfaced and the cylinders were bored. Then, all new valves & guides and new pistons & rings were installed. The engine rebuild work was performed by Kenyon Machine Shop. The flywheel was resurfaced, and a new clutch & pressure plate and a new throw out bearing were also installed.

These parts are located in San Diego, CA. Best reasonable offer.

Contact: Jim Pardubsky
jampard@dslextreme.com
858-271-1929

OR

Lance Haynes
oldcars@lancedurant.com
858-560-5737



A plethora of used Packard parts from Bob Steiner collection, fitting '29 and '36 Super Eight models, and some 12-cylinder parts. For an inventory list, please contact Richard Schauer at packard1934@sbcglobal.net or phone 760-740-9188. We also have many 1948-1955 Packard parts from the Dutch Parker collection.

Here is the January hidden Predictor.



Catherine Woolsey is the January winner



1941 Packard Clipper Bicycle
- Unusual, restored. Packard blue, with tan pin striping.
New chrome & tires.
Packard badge on steering neck
2,400/offer.
Jay Johnson
626-780-6397,
jahjimp@yahoo.com



1952 Packard- 2 door Model 200-No rust, very straight body, No engine or transmission. A project, but all the pieces are there. \$1000. Jay Johnson. 626-780-6397. jahjimp@yahoo.com

MEMBERS' CORNER

By: R Schauer

John Volk



Mark Ballerini and John with hand on hip check out John's engine



Dwight on the left and John showing us the beginning of restoration.

The meeting was very successful, with lots of Packard talk and exchange of information. John has a daunting task ahead of him, but he is now better armed. Work is already under way!



A nice surprise for us was seeing the 1937 Packard 120 that Dwight recently bought. A very nice driving car, Dwight bought it from Jayne Sams. As you may recall Robert Sams passed away in 2018. Robert's beloved Packard has found an excellent home with Dwight. The meeting was very successful, with lots of Packard talk and exchange of information. John has a daunting task ahead of him, but he is now better armed. Work is already under way!

Sam Judd

Sam has been a member since 2008. He has been a very active member in the AACA and owns four early Packards (three of them 1920's models). Sam let it be known he is very interested in bringing his 1930 Packard Model 740 big eight 5-passenger sedan back to life. Purchased in October of 1929 by actress Jean Harlow at a Packard dealership in Beverly Hills, she owned it until her death in 1937. The Packard was sold as part of her estate in 1948. Sam's father was the fourth owner, purchasing the big eight in 1983 and drove it regularly until his death in 2002. A deal may be reached to begin work in the next few months. We are all eager to see this unique and interesting Packard back on the road.



Sam And Mark, on the right, looking under the Harlow Packard skirt,



WIN A CHICKEN DINNER

Be the first on your block to win that chicken dinner by sending Steve, the make and year of this automobile

WE HAVE A CHICKEN DINNER WINNER! CONGRATS SAM JUDD



The winner for January 2020 is Sam Judd who correctly identified this as a 1930 Packard 734 Boattail Speedster



****CHICKEN DINNER RULES. CONTESTANTS MAY ONLY WIN 2 CHICKEN DINNERS PER CALENDAR YEAR**

**Even if you have won your allotted limit, please guess anyway...
and if you're correct, the editor will buy you a big orange drink at our next event.**

Be the first on your block to win that chicken dinner by sending Steve the make and year of this automobile

PACKARD CLUB OF SAN DIEGO MEMBERSHIP RENEWAL FOR 2020



Read this announcement PLEASE!!

For those of you who prefer doing it the traditional way, you can print out our membership form on the next page, fill out the requested data, write a check to Packard Club of San Diego for \$15.00, and mail it to the address at the bottom of the form: P. O. Box 503605, San Diego CA 92150-3605.

Lastly, for those members who don't do the internet at all, and receive the **Predictor** via US Mail each month, you already have a ready-to-go membership form on the following page.

No matter what, it is most important that you maintain your membership in The Packard Club, (PAC). PAC will remind you separately of your renewal date. Your membership expiration date is listed on your address label on the monthly Cormorant News Bulletin for your information.

Remember you must be a member of Packards Automobile Classics (PAC) to join the Packard Club of San Diego

Please renew. Thank you.

Richard Schauer, Membership 760-740-9188



I WANT YOU TO STAY IN OUR CLUB—PLEASE



MEMBERSHIP APPLICATION

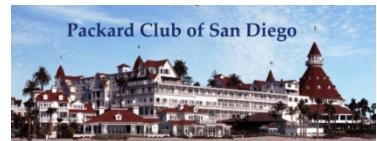
Packard Club of San Diego

- Founded in 1975 -

(Packard ownership not required for membership)

Packard Club of San Diego Website: www.packardsandiego.com

PAC National Website: www.packardclub.org



Name: _____ Date: _____ / _____ / _____

Name of spouse/joint member: _____

(If a spouse or joint member is listed, the club roster will show both names and each will receive a membership name badge. For all regional elections and ballot issues, each membership [or household] is allowed one vote.)

Street Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: (Res): _____ (Bus): _____ (Mobile) _____

Email Address: _____ @ _____ . _____

OK to list your email and phone numbers in the local region (San Diego) roster? Yes No

Packards Owned (Not required for membership) OK to list your Packards in the local region (San Diego) roster? Yes No

Please refer to reference articles in the club handbook (or consult <http://packardinfo.com/xoops/html/modules/modelinfo>) for correct Chassis and Body numbers.

| Year | Chassis # | Body # | Body type description |
|------|-----------|--------|-----------------------|
| | | | |
| | | | |
| | | | |
| | | | |

(NOTE: If more than 3 Packards, please check here and continue list on reverse side).

How did you become interested in the Packard automobile (ie; parents owned one, friend has one, enjoy classic cars, etc.)?

I am interested in:

(Check as many as apply)

| | | |
|---|--|---|
| <input type="checkbox"/> Helping organize tours & events | <input type="checkbox"/> Providing technical assistance | <input type="checkbox"/> Serving on a committee |
| <input type="checkbox"/> Attending swap meets | <input type="checkbox"/> Writing articles for the newsletter | <input type="checkbox"/> Participating in local tours & caravans |
| <input type="checkbox"/> Participating in classic car shows | <input type="checkbox"/> Attending club membership meetings | <input type="checkbox"/> Participating in national tours & caravans |
| <input type="checkbox"/> Driving tours with my Packard | <input type="checkbox"/> Purchasing a Packard | <input type="checkbox"/> Selling my Packard |

Please check one: New Member of Packard Club of San Diego Renewal

Please check one: I am already a member of the PAC National Club I am also joining the National Club (PAC)

MUST CHECK: I release Packard Club of San Diego from any liability arising from participation in any Packard Club of San Diego events.

Signature: _____ Date: _____ / _____ / _____

Packard Club of San Diego Membership features: 12 monthly newsletters per year (*The Predictor*); Scheduled Packard Driving Tours & Caravans; and Classic Car Shows
PAC National Membership features: 3 National Meets per year; 4 quarterly color magazines per year (*The Cormorant*), 12 monthly publications (*The News Bulletin*)

Membership Dues: \$15/year for Packard Club of San Diego*

Mail completed form with payment to: Packard Club of San Diego
P.O. Box 503605
San Diego, CA 92150-3605

* You must be a member of the National
PAC club in order to join Packard Club
of San Diego



Ask the man who owns one

SHOULD I CONVERT TO A TWELVE VOLT SYSTEM?

Technical: 12-Volt Conversions

Text by Andrew Wallace

Across the old-car hobby, converting a car that came from the factory with a 6-volt electrical system to a seemingly more modern 12-volt system is a popular modification. We in the Packard hobby tend to err on the side of originality, but even among purists, 12-volt conversions don't get treated with the same kind of derision more aggressive modifications might attract. That's probably due to the fact that voltage conversion is considered a reversible procedure, and like adding radial tires, it's a light modification that proponents would argue increases drivability and enjoyment. Even if you aren't currently considering modifying your Packard, the information contained in this article may be of some value as you're likely to encounter a car that has already been converted to 12-volts at some point in your travels (perhaps one of those other brands). Knowing how, why, and what usually gets changed during a conversion can make you a better-informed buyer, owner, and mentor to the next generation. With that behind us, let's jump in!

Do I Need to Convert?

The honest answer to that question is, "it depends." Proponents claim 12-volt conversions will cure a myriad of common old-car ailments, e.g., slow cranking, dim headlights, fussy electrical systems, intermittent accessories, lack of add-on parts available in 6-volt versions, and so-on. But this author would argue 12-volt conversions frequently amount to a Band-Aid on a broken arm. If you've got a problem like slow cranking or dim headlights, putting 12 volts into a system meant for 6 will go a long way toward managing the symptoms of a marginal electrical system...but you'll still have a marginal electrical system. Repair the system correctly before moving on and you may very well save yourself a lot of headache. The one good reason to convert to 12 volts is if you want to add air conditioning and don't already have a complete, working 6-volt setup.

"All the Manufacturers Went to 12 Volts in the 1950's, So it Must Be Better!"

Going to 12 volt electrical systems solved some manufacturing concerns and also decreased costs, but whether 12 volt systems are inherently better is imminently debatable. The main benefit of increasing voltage is that manufacturers can use thinner wire. Basically, you can do the same amount of work with less current, and since wire size governs the safe current carrying capacity, manufacturers could use less copper wire and still design an adequate electrical system. It's also no coincidence that power accessories began to proliferate at the same time manufacturers moved to 12-volt systems. Because of the lower current requirement, 12-volt motors can be made smaller.

But I've Got Electrical Issues! Why Are My Headlights Dim?

A solid majority of electrical problems in an old car are related to dirty, corroded, or marginal connections, frequently on the often-overlooked ground side. Always strive for shiny metal to shiny metal connections, anything else adds electrical resistance to the circuit. It's somewhat of an oversimplification, but essentially you are losing or wasting voltage before it gets to its destination if you dirty connections between the switch and the load and between the load and ground. Take the headlamps, for example. On a 51-54 car, there are five or six connections between the battery and the headlight bulb. The battery cable connects to the starter lug, a wire runs from the starter lug to the BATT side of the circuit breaker on the back of the cluster, a wire connects from that terminal to the headlight switch, the headlight switch connects to the dimmer switch, the dimmer switch sends current to either the high- or low-beam circuit, the drivers side headlamp and passenger headlight harness connect at a junction block, and finally the passenger side headlamp wiring connects to another junction block on the right side of the car. That's five or six places where resistance can be added to the circuit on the power side alone. Add a marginal ground connection to the mix, and if you lose 1/10th of a volt at each connection, you've gone from, say, 7.2 volts at the voltage regulator to 6.5 volts at the passenger-side headlamp, a 10% drop. According to experts, that 10% drop can cut light output by 30%. THIRTY PERCENT...and that's if you're lucky. Losses of double that are common, especially if your headlight switch and dimmer switch don't have perfectly clean internal contacts.

What Does a 12-Volt Conversion Entail?

- Depending on the car, you'll need to change/modify things such as:
 - All bulbs (Wagner offers a bulb interchange chart: <https://www.fme-cat.com/Docs/4102.pdf>)
 - Horn relay (Standard's HR-106 is one option)
 - Horns (PIAA's 85115 Superior Bass Horns come closest to the lower-noted Packard factory horns)
 - Overdrive relay (12v 5-pin Bosch-style universal relays can be wired up to work)
 - Heater blower motor
 - Instrument cluster voltage regulator (With some modification, Standard VRC604 should work)
 - Radio
 - Starter (Some folks don't change them on Packards and haven't had issues, your mileage may vary)
 - Battery (Group 24 is a readily-available common size with a similar footprint to a Group 2)
 - Generator (GM 10si and 12si-style alternators are easy to wire, readily-available, and inexpensive)

Voltage reducers are available for some of these items, but they are far from perfect (and they can generate a lot of heat!) And keep in mind you'll be changing the ground from (+) to (-), so any aftermarket solid state devices (Pertronix, rebuilt radios, etc.) will need to be switched over as well. Inevitably someone will say, "you don't need to change all that stuff," and he or she may be right in certain cases, but need is relative. In theory, you're changing over to 12-volts to gain some advantage, and often reliability is one of the deciding factors. Why not preserve those rare 6-volt components in their original state and start fresh with new, modern components? That way, if someone ever wanted to go back to the way the car left the Packard plant, it's still possible. One word of warning: when hooking up standard off-the-shelf 3-wire 10si and 12si alternators, the #1 terminal goes to a keyed ignition source. It's very tempting to just run a wire to the coil wire, but if you do that and don't add a diode to the wire, the first time you start the engine you won't be able to shut it off; the alternator will back-feed through the ignition circuit and power the coil whether the ignition switch is on or not!

What else can I do? My generator can barely keep up!

Especially on earlier cars, the charging system is just barely adequate. Packard usually added a larger margin of safety to their systems than lesser makes, but there's still not a whole lot of extra capacity designed into generator charging systems. One of the biggest issues with generators, whether 6- or 12-volt, is that they don't charge well, if at all, at lower engine speeds. If there isn't a decent amount of moderate engine speed driving, the battery will be under-charged. But there's a solution: the 6-volt alternator! 6-volt alternators are available in capacities that rival the stock generator rated output and up, but unlike a generator, an alternator begins producing current at (or just above) idle speed. You can easily bolt on a 6-volt alternator for touring and normal pleasure driving and then put the generator back on for show. And for a lot less effort than a 12-volt conversion, you can have the best of both worlds — a reliable charging system and the ability to return your Packard to show-ready condition in an hour.

Reprinted from the Packard News Earle C. Anthony P.M.C.C.
Newsletter <http://www.ecapackard.com>
Vol. XLV, No. 1 Winter 2019

Steve Ross Personal opinion; If the 6 volt systems is clean and working according to original specifications when new, there is no need to convert.

Packard Club of San Diego

2020 Activities Calendar

Listed below is the 2019 calendar of officially sponsored events by the Packard Club of San Diego.

Also included are National PAC events sponsored by PAC or one of its regions.

You must be a member of PAC to attend officially sponsored events.

Occasionally, this calendar will list events that are NOT sponsored by the club or PAC, but are deemed of interest to the membership. **Those events are listed in red *italics*.**

| Month | Event | Date | Tour Director |
|------------------|--|--------------------------------------|----------------------------|
| February | Mardis Gras Luncheon (prize for best costume) with M-B Club. Southwest Yacht Club | 22-Feb | Marjo/ Carol |
| March | <i>PI National Meet, Laguna Beach</i> Sunday all-Packard Swap Meet <i>Borrego Springs weekend</i> | <i>3/13-3/15</i> 3/19-3/22 | |
| April | Terry Knoepp's Garage tour, Ramona CA. Lunch to follow MBCA Club Joining us | April 18 | Richard/Steve |
| | | | |
| | Motorcars on Main, Coronado, w/lunch at Brigantine | 26-Apr | Tom O'Hara |
| May | Tour w/ECA Region, Gen'l Lyon Collection (2 locations) with overnight stay in Orange County, with M-B Club Fallbrook Car Show, Pala Mesa, Memorial Day | May 16 24-May | A. Wallace Karl Ramsing |
| June | Cruisin' Grand, Escondido PAC National Tour, Rohnert Park | 12-Jun 6/28-7/04 | Richard Richard |
| July | Leatherneck Museum Tour, Lunch at Torrey Pines Café | 18-Jul | Paul |
| August | Membership Welcome Party @ Tim's Pebble Beach Concours | 8-Aug 16-Aug | Tim steve |
| September | Gondola Excursion, Coronado, lunch to follow <i>Studebaker-Packard-Pierce Arrow @ Spanish Landing</i> | 12-Sep 26-Sep | Marjo/Tom Colin Fort |
| October | Fall Weekend Getaway, Idyllwild, Art Festival redux combined with M-B Club | | |
| | | 9/10-9/12 | Richard/TBD |
| November | Nick Fintzelberg Tour on Old Hwy 80 to desert overlook. Combined with CCCA Combined with CCCA | Nov 7 | Fintzelberg |
| December | Christmas Holiday Luncheon, Lazy-H | 5-Dec | Steve |