

Packards of Arizona A Region of Packards International

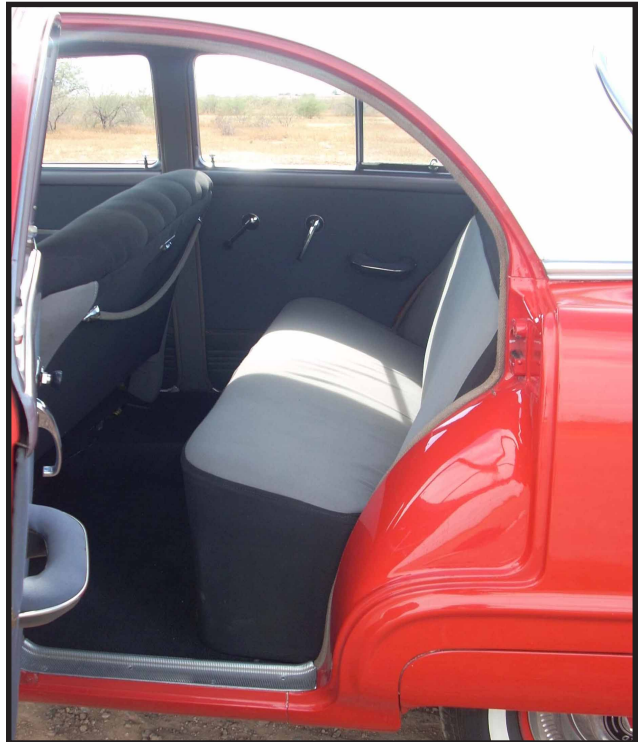
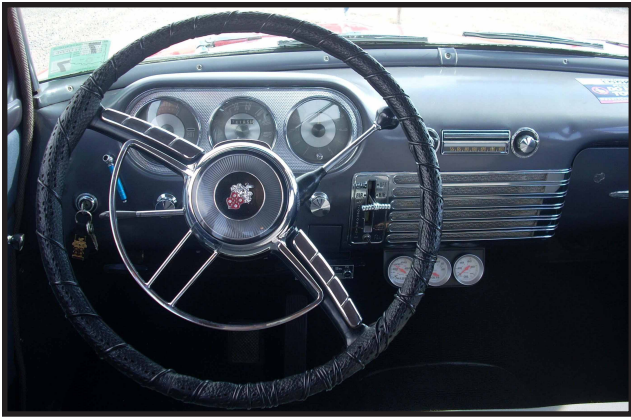
PACKARDGRAM

Volume 35, Number 2

2nd Quarter, 2008



Mark & Ardi Kociemba's 1951 Packard 200 Sedan



Going Clockwise from the lower left. This car looks great from any angle. The front seat looks very inviting. The dashboard is neat and clean. Now who wouldn't want to follow this bird home? The back seat looks nice and comfy. The driver has a good reason for smiling!

Ask the Woman Who Owns One!



Floyd Peterson's 1932 900 Coupe Roadster



Mark Skidmore's 1939 V12 Club Sedan

Car show at the Emmanuel Presbyterian Church

by Chuck Reed

This car show was held on Nov. 3rd and the Chuck Reed sent me some info on what went on there. He said that Floyd Peterson's 1932 900 Coupe Roadster won Best in Show. Mark Skidmore brought his 1939 V12 Club Sedan and his 1956

brand x Bel Air convertible . The show started about 9am and Chuck came in at 2pm and found the event was still going on. Chuck enjoyed the event and was greeted by Mark who was busy greeting others who came to the church even after Chuck did. All had a good time and it looks like it was a successful show at a church. I'm sure they have this show again next year. Be sure to show up and bring your Packard and have a good time.



Above is some of the cars at the Palmcroft Baptist Church and they include: Art Butler's 37 Buick, Mark & Ardi Kociemba's 51 Packard Sedan, and on the far right are John Ball's 53 Caribbean and his 57 Packard Sedan.

Car show and Event at the Palmcroft Baptist Church

John Ball would like to thank all those who attended the Palmcroft Baptist Church Car Show and Events. He said that 8 Packards came and they had over 300 brand X's show up as well. The show was a success. This was the 6th Annual show at the Baptist Church and it keeps getting bigger and better every year. This year they had Marlin

Zimmerman's band playing there and Jesse McGuire was also there to play his horn. John says there were lots of door prizes lots of people and everyone had a good time. He also expects Marlin's band to be there next year as well as a repeat performance by Jesse McGuire and a lot more going on as well. So John says plan on the 2nd Sat. in Nov. (8th) and come on over and you will have a good time.

A Trip to the Auburn Cord Duesenberg Museum with John Ball and Roy Crowe.

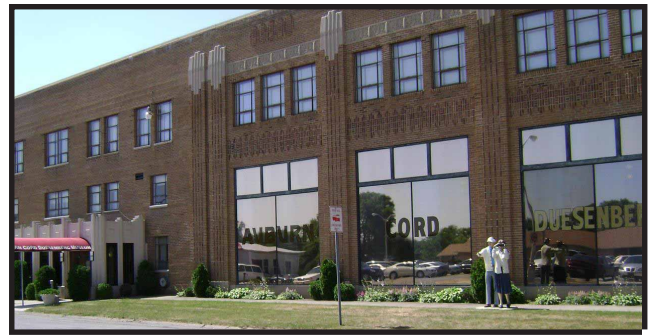
John Ball and Roy Crowe went back east to the National Packard meet and your ed. got some pictures of their trip but not enough. But that wasn't Roy fault, your ed. get to blame the internet this time when we tried to send more pictures over the internet they got lost. Roy did tell me that they made quite a few stops that were not on the itinerary for the normal Packard tour and get together that even included a trip to see the old homestead where Roy grew up. They did get to stop at the Auburn Cord Duesenberg museum and take a few pictures. Roy said they also got a couple of pictures of what I call 'not your father's Packard' it is a V12 Packard racecar.



The Packard V12 racer.



One of the cars on display in the Auburn Cord Duesenberg Museum



Outside the Auburn cord Duesenberg Museum



Inside the Auburn Cord Duesenberg Museum

The Annual Presidents Dinner

Members and guests of the Arizona Region of Packards International enjoyed a gala holiday luncheon and program on December 2nd at the Doubletree Guests Suites Hotel. Clear and sunny Arizona winter weather greeted everyone and helped to insure a good turnout of Packard automobiles from 1929 to 1956 models. Many different body styles were present including convertibles, hardtops, sedans, limousines, formals and so forth. Members and visitors alike remarked on the beautiful array of Packards.

By one o'clock the throngs of Packardites had gathered in the grand salon of the hotel to begin a delectable repast of various entrees and dessert. All agreed the cuisine and service were outstanding. Presently, regional president, Robert McAtee, began the program with introductions of guests, club founder, present board members and past presidents of the region. Awards were presented to each of the current board members and the participation award was presented by Win Scott. John Marks

- President's Dinner continued -



Rosemary Price and Robert McAtee were waiting to greet those who came to the clubs Annual Presidents Dinner.

followed with a review of the year's activities and a preview of 2008 events including the region's 35th anniversary meet.

A surprise visitor, SANTA CLAUS, dropped by to assist president McAtee in awarding the raffle prizes to lucky recipients. Santa greeted all very warmly and told us our Packards were certainly nicer than his sleigh and reindeer on a cold winter



Santa made an appearance at the Annual Presidents Dinner and helped pass out the door prizes



Just checking out the Packards are from the left: Terry Dunlap, John Povinelli, Ron Erpelding, Marvin Price and Tom Ferran.



Mark & Ardi Kociemba's new 1951 Packard 200



Bill Lauer's 1951 300 proclaims that it is still original

- President's Dinner continued -



Richard & Toni Bustamonte's 1939 120 Sedan



Roland & Mary Jantzi and Martha & Tom Ferran

night. If Packard had built aircraft, he might trade his sleigh in for one, but would make do with the reindeer and all for the time being.

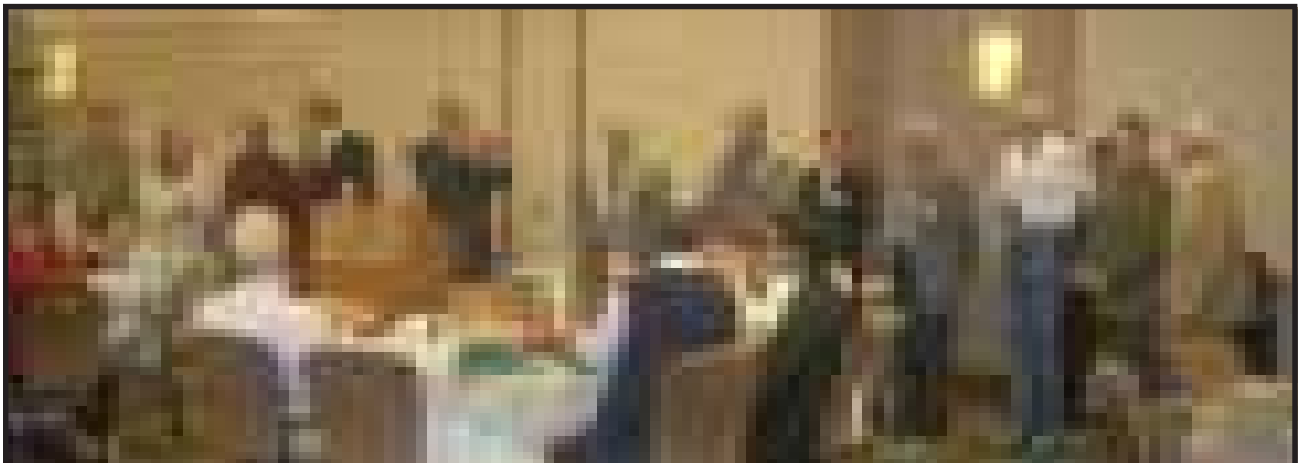
As the dinner festivities came to a conclusion, all agreed it had been a great way to begin the holiday season and were looking forward to 2008's December President's dinner.



Win & Ruth Scott's 1940 160 Sedan



Chuck & Betty Pickets' 1956 Clipper



The board members of the Packards of Arizona 2007 get recognized for their efforts.

This is something we'll be having each month: Tech Tips. If you have one, let me know if not I have lots to choose from. Thanks, your ed.

Tech Tips: Battery Cables: the Electrical Lifeline

By a substantial margin, the majority of our Packards are equipped with 6-volt systems. Unfortunately, 6-volt systems have become ancient history. The conversion to 12-volt systems was made in our domestic cars in the 1953-56 period. The 6-volt system, for inherent reasons, is far more critical of the condition of the various components that comprise the system. The battery cables are one of the more critical components. Those "big fat cables" carry power from the battery to the starter and from the frame back to the battery, thereby completing the circuit.

A little electrical theory here: electrical power is expressed in watts and is equal to the current multiplied by the voltage ($P=I*V$). One horsepower is equivalent to 746 watts. Approximately 2 horsepower (1492 watts) are required to start an engine. The current required for a 6-volt system to turn over your engine is 248 amps! At this level of current flow, the voltage loss in the cable can be a significant portion of the total voltage available. (Voltage loss = current * cable resistance). Assuming a cable resistance of 0.01 ohms (not unreasonable for an older cable), the voltage loss would be 2.5 volts, almost half of the battery supply. Your engine will turn over very slowly since the starter is only generating slightly more than 1 hp rather than the 2 hp required. Note that for a 12-volt system, the current required would be 124 amps and the voltage loss due to the current required would be 1.2 volts, only 10% of the total battery supply voltage. Therefore, your starter would actually generate 1.8 horsepower, likely no even noticeable. Thus, the popularity of 12-volt systems. A 6-volt system needs very large cables to keep the cable resistance, and hence, the cable voltage drop, to a minimum. Unfortunately, the standard battery cables from your corner auto parts dealer are designed for 12-volt systems and are too small

in diameter (resulting in too high a cable resistance) for 6-volt systems.

You have two alternatives:

1. Keep your eye open for someone that reproduces a correct 6-volt cable. The gauge size should be at least 0 awg (American Wire Gauge) or larger (smaller numerical value).
2. Make your own. It isn't too difficult and you can actually increase the size of the cable to further reduce the resistance of the wire.

The best source for the wire is a welding supply house. Arc welder use low voltage, high current, to weld metal together (just like your Packard starter). You need at least 0 awg or larger. The flat lugs for the connection to the starter and engine block can be obtained from industrial electrical supply houses. The battery clamps can either be the mechanical "staked" or "crimped" style as sold through your local auto parts shop or the soldered style. The latter is preferable since it will virtually eliminate the encroachment of voltage-robbing and life-shortening corrosion into the battery cable at the terminal post that is possible with the unsealed staked or crimped style. The solder connection should prove resistant to corrosion and provide long life.

When soldering, remember that the work pieces are heated and the solder melted by the heated components, not the heat source itself. Heat the colder cup on the clamp or lug with a high wattage soldering iron (not a propane torch). Melt solder into it, and while applying heat, insert the wire. As the solder wicks up the cable, you can remove the heat. If the cable you are making is short, be sure the terminal lug and clamps are soldered in correct orientation to each other. It is difficult to twist a short cable for proper orientation. One bonus of using welder's cable is that it uses a finer stranded wire than standard battery cables. This does not affect its current carrying capabilities for a given size, but does improve flexibility in handling.

Relatively simple thing to fabricate, your own cables can produce rewarding results.

From 'Packards Today' of Southern California region which got it from 'the Packard Request' the Alberta Region of Packards International.

Club Library

Librarian: Mark Kociemba

(H) 602-843-6122: (C) 602-690-9834

Any member in good standing may borrow Packard materials from the Club Library. Call Mark to reserve it or pick it up from Mark, or meet him at a Membership Meeting. Materials are loaned with the understanding that a replacement will be purchased for the Club if materials are lost or severely damaged while on loan. A list of library contents is printed on the inside back cover of the Club's 2004 Roster.

General Membership & Board Meetings

Monthly membership and board meetings are held on the 2nd Wednesday of each month - excepting July - at 7:00 P.M. Club matters are determined and all members are invited to attend and be heard in the making of club decisions and policy, although only officers can vote.

We enjoy a separate-check dinner at Jerry's Restaurant, 2323 E. Thomas Road preceding the meeting at 6:00 P.M. A program of general interest follows each meeting

You can accumulate points towards winning the annual activity trophy donated by Win Scott. It's YOUR club! YOU help run it! Come to ALL the meetings!!

Packardgram

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Packards International

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Winners of Old Car Weekly Golden Quill Award and the Packards International Motor Car Club Newsletter Award for Diversity of Coverage..

Club Officers

| | | |
|-----------------------|---------------------|---------------------|
| Robert McAtee | President | 602-368-9323 |
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| John Povinelli | Treasurer | 602-992-4264 |
| Ardi Kociemba | Secretary | 602-843-6122 |
| John Marks | Dir. - Act. | 602-971-6242 |
| Art Butler | Dir Tech | 602-943-5127 |
| Marvin Price | Dir - AAHC | 480-429-6997 |
| Duane Gunn | Dir - Pub. | 480-917-2111 |
| Chuck Reed | Dir. Mmbrshp | 602-944-1326 |
| Mark Kociemba | Dir. Lbrary | 602-843-6122 |
| Win Scott | Dir. | 480-483-0130 |
| Bob Hickman | Projects | 602-336-3020 |

Cover Notes

This month's cover car is Mark & Ardi Kociemba's new 1951 200. I'll let Ardi tell about it in her own words.

We bought our Packard late one night on e-bay just about the beginning of summer, 2007. The car was located in Ellsworth MN, real close to the Iowa boarder. It took well over 3 weeks for the \$\$ to change hands and arrangements made for Scott S to trailer the vehicle to Mark's father home close to St. Cloud MN, about a 300 mile trip. Mark's children were visiting their Grandparents when the vehicle arrived and they enjoyed taking pictures and showing us what a gorgeous car we had purchased. Mark's father entered the Packard into 3 different parades the summer of 2007 and he tells a story of going to the store to get some Copenhagen and it taking 45 minutes to satisfy the lookers and answering all their questions about the car.

We also let Mark's Uncle Alois and Aunt Hildagard use the vehicle to transport them to their 50th Anniversary jaunt to the church and then onto the reception. We traveled to MN in September 2007 with trailer attached and brought the Packard home with us. Up until that point Mark's dad owned the vehicle and he had one sad look on his face when we pulled it out of there. The car was originally from Oklahoma, there is an ID sticker still attached. There was a tag on the keyring with a name that we were able to contact. Drew B, Farmington New Mexico, gave us the little history that we have. His father bought it in the late 80's and because he was a "Cadillac Man" never did like this car. One day, on a shopping trip that Drew and his father were on he offered and son accepted and became the proud owner of this red Packard.