



INVESTOR CLASSICS

THE MOST EXCITING MODERN CLASSICS

INTRODUCTION

The first series of Packard Super Eight was produced between 1933-1936 by the Packard Motor Company of Detroit, Michigan. In 1937, it was reduced in size to a smaller and lighter design. This design stayed in production until the 1939/40 production year, when the Super Eight One-Sixty and One-Eighty were introduced.

The same straight eight 160hp engine was used in the Super Eight and Super Eight One-Sixty/One-Eighty.

In 1941, the visual aesthetic was radically changed to a new 'clipper' design, before being superseded by the Packard 400 hard top and Patrician Sedan in 1951.

THIS VEHICLE

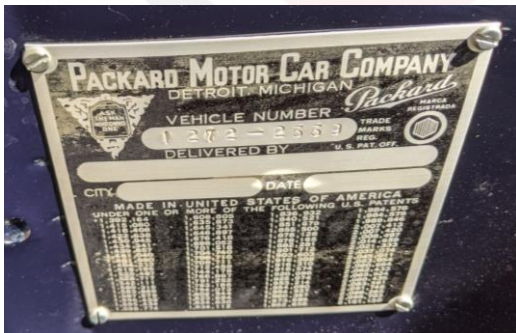
This vehicle is a 1939 Packard Straight Eight.

Colour: Packard Blue (very deep, almost black, midnight blue)

Chassis Number: XXXX

Engine Number: XXXX

Registration: 125 XUP

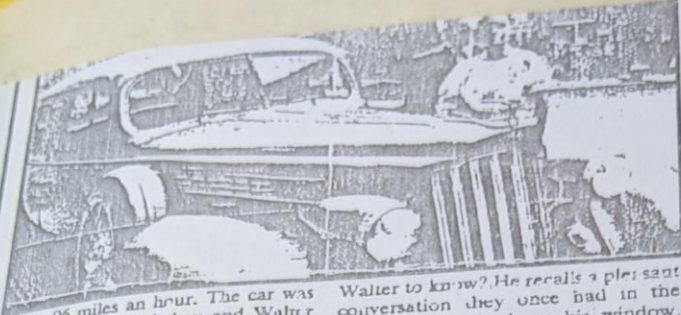




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THE CAR HAS FASCINATING HISTORY:



up to 96 miles an hour. The car was nearly 30 years old then and Walter nearly 70, and when he pulled into a station for gas the reaction was almost always the same: "You drove this all the way from New York, mister?" "Oh, sure," Walter always said. He's not a collector. Cars are to drive, life's to be lived; he was never one to collect for the sake of collecting or retire and then sit around.

He used that car a lot; not just for short trips and taking along on cruise ships, but for running friends about; it was a time when friends were growing old, maybe having trouble getting about, and the Packard was a good car, big enough for a wheelchair, big enough for a lot of trunks. He was always running out to the airport with it, or through the neighborhood, and somehow the car seemed to get younger as everyone got older. It always was a draw, and it got so Walter could give the whole history in the space of a red light.

"1939 Packard," he'd begin, "Super 8, Model 1703."

Then, 10 years ago, his wife dies, and Walter's life changes. He still runs people on errands with the Packard, tries to amuse himself, but there it is, the emptiness. Then there is a day, one especially rough day, when the maid comes and he gives her his wife's clothes—delicate clothes, for Alberta was small. And he drives the maid back to Brooklyn, and drives himself back home and parks in front of his apartment house,

Walter to know? He recalls a pleasant conversation they once had in the lobby, and rolls down his window. "Mrs. Ware," he says. "won't you come in out of the rain?"

Why make a love story long, when it happened in the flash of a hummingbird's wings? That very night she invited him to her place for cocktails, and next day he took her to the Plaza, and that night drove her out to Kennedy Airport and, under the stars, proposed.

Three weeks later, they were married and went on a honeymoon. That was the only time they left the Packard behind. Since—and it has now been nine years—they go with it all over, to the Berkshires, to Connecticut. The car is 41 years old now; Walter is 81. Irene—well, we will keep that a secret; let us say only that you would never guess her age. They winter, the Werrings, in Hawaii, they summer wherever they and the Packard go. Occasionally, moving down the highway, they pass a new car that's broken down, and Irene blows them a kiss. And the people, beside their car, stare at the Packard, cannot believe that old car is cruising so smoothly, isn't off to a show somewhere. But that, you know, was never Walter's style: life's to be lived and a car's to be driven and moving through life you go.

Also moving through life is Ms. Wadler, who is joining the Washington Post. This is her last column.

ORIGINAL OWNER: WALTER WERRING → 1939 - 1988

SECOND OWNER: ENRICO SOCCODATO → AUG. 27, 1988



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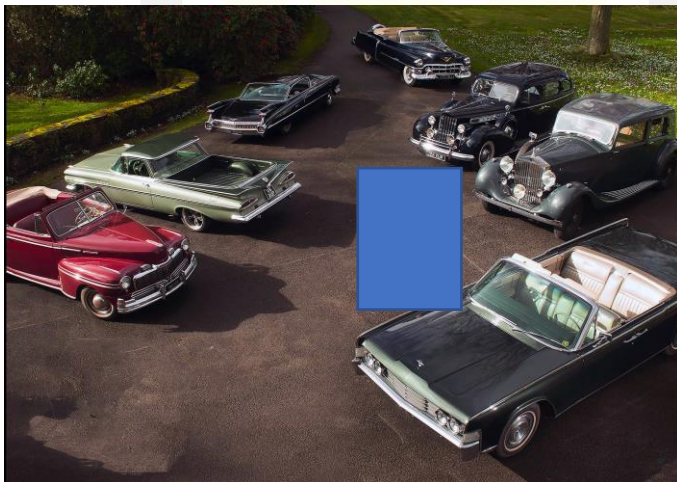
THE OWNER

XXXX is a well known prominent Scottish businessman and collector of fine vintage automobiles. His collection is extensive and includes rare Rolls Royce, Aston Martin and modern classics.

He lives in Edinburgh's city centre and has raised his tennis court by 7 feet in order to house an impressive and extensive hidden garage where the collection is stored.

I met with XXXX in person and spent a good length of time speaking to him about the car in question, its history and his plans for his collection. He is a genuine enthusiast and takes great care of his collection.

He is selling this particular vehicle in order to create space. In the next couple of months he is expecting to receive several Rolls Royce and a relatively modern McLaren SLR.





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COSMETIC

The vehicle has been fully restored by Al Prueitt & Sons Inc of Glen Rock, PA.

This is an older restoration, and this can be seen through very minor ageing and patina in paint and undercarriage. It is, however, still in an impressive state of presentation.

The restoration has been undertaken with no regard for budget, and as a consequence is probably restored to the best possible example that could be found in a Packard Straight Eight.

The car has won at least two shows, with evidence presented in two trophies: Senior 2001 Antique Automobile Club of America (AACA) National Spring Meet; Senior 2000 AACA National First Prize.





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MECHANICAL

The vehicle is presented in good mechanical order. The maintenance has been upheld to a high standard, with no signs of wear.

An older restoration (circa 2000), with some minor signs of surface deterioration to mechanical parts, however this is of no concern and is to be expected on even new cars after a couple of years.

The engine runs very sweet. It is smooth and silent on idle, releasing an impressive rasping roar on throttle.





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HISTORY

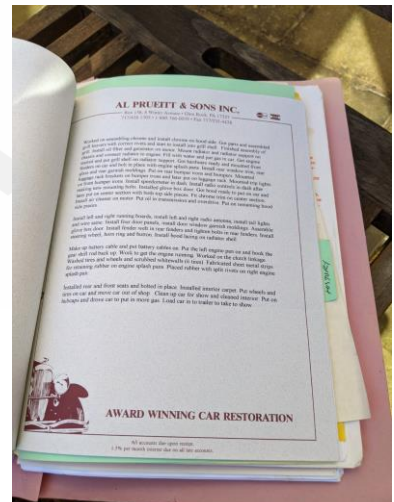
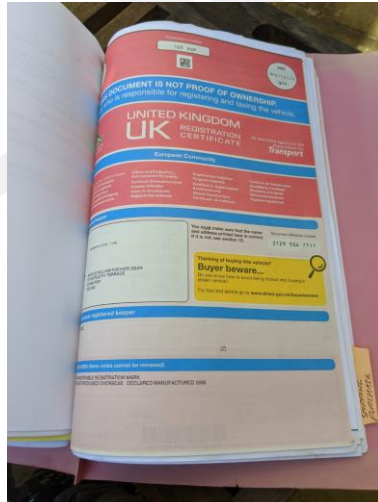
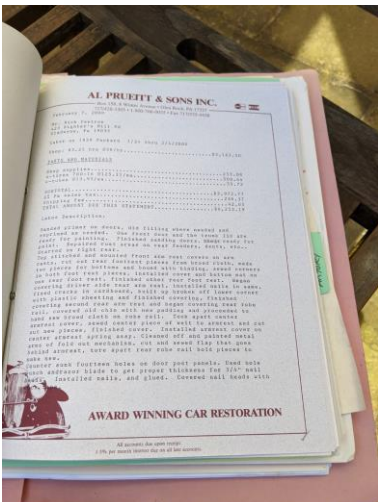
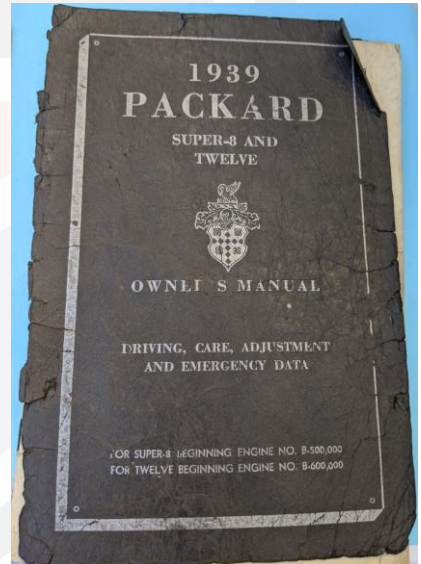
The car has extensive history documentation that accompanies the vehicle.

Some original documents such as the owners manual from 1939 are still present.

Full copies of all history have been forwarded to the prospective buyer via Whatsapp.

Most impressively, restoration invoices from Al Prueitt & Sons Inc of Glen Rock, PA have been checked and totalled by me to in excess of \$213,000 in restoration work circa year 2000.

If this restoration work was to be undertaken today, this bill would be in excess of \$310,000 when factoring inflation.





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CONCLUSION & VALUATION

It is of my opinion that this car represents exceptional value for money.

I do not believe it could be possible to find another example that has had such an extensive restoration, at such an investment.

In excess of \$310,000 would be needed to restore another example to this standard in 2020.

The asking price of £52,000 is remarkable value for money, and presents an enviable opportunity for the buyer.

The owner is selling due to the need to release space in his collection at short notice, and is not selling for financial need.

A value of around £100,000 for insurance purposes is recommended in light of the substantial prior investment in restoration.