

# PREDICTOR

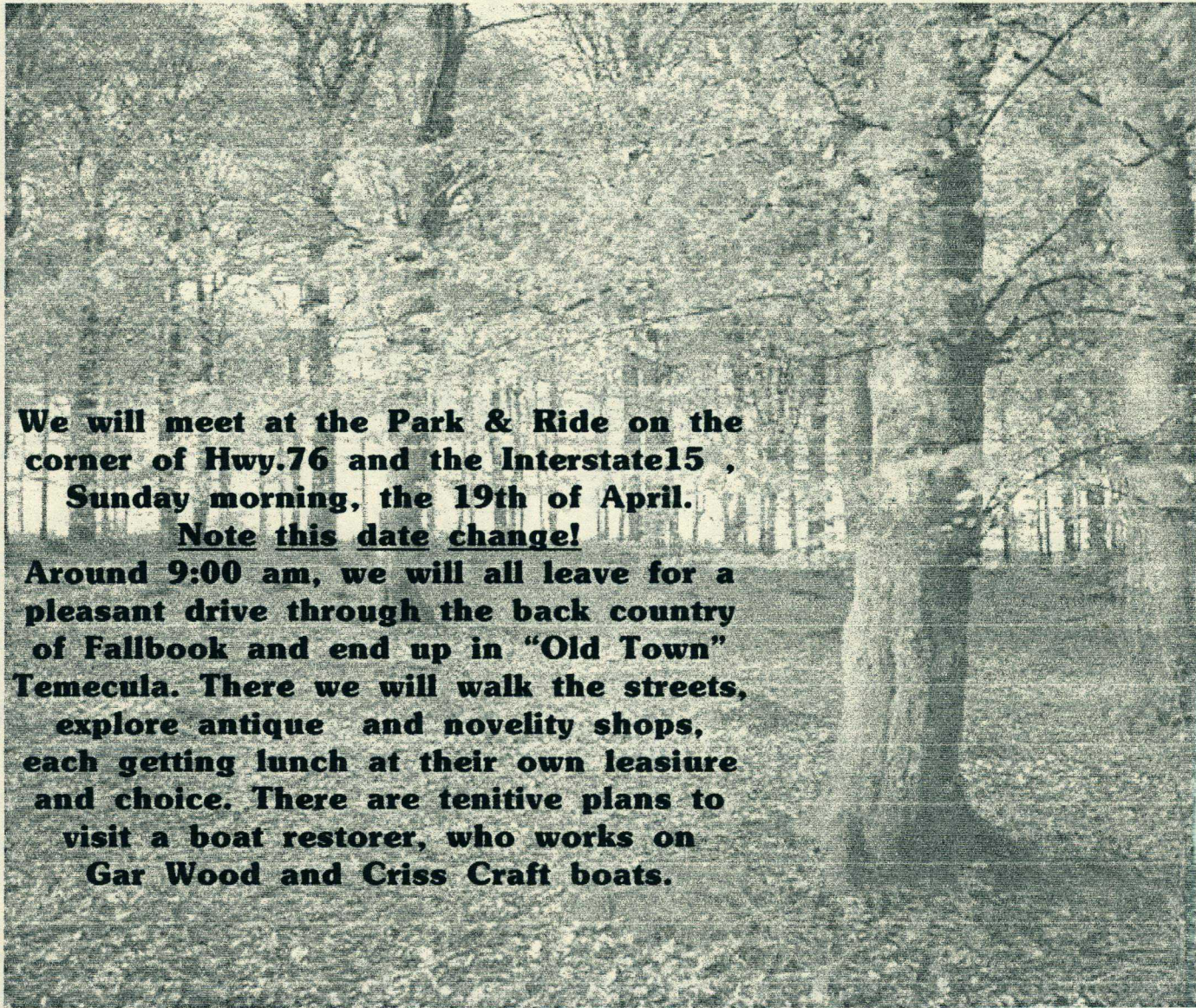
PACKARDS INTERNATIONAL  
MOTOR CAR CLUB

SAN DIEGO REGION

Volume 26

April 1998

## April 19th Tour



**We will meet at the Park & Ride on the corner of Hwy.76 and the Interstate15 , Sunday morning, the 19th of April.**

**Note this date change!**

**Around 9:00 am, we will all leave for a pleasant drive through the back country of Fallbrook and end up in "Old Town" Temecula. There we will walk the streets, explore antique and novelty shops, each getting lunch at their own leasiure and choice. There are tenitive plans to visit a boat restorer, who works on Gar Wood and Criss Craft boats.**



# Your Board



## THE PRESIDENT'S MESSAGE

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### PRESIDENT'S MESSAGE

Spring has Sprung and I hope you have had a chance to see the wildflower. They are beautiful on the Borrego Desert. All that rain made a difference but they won't last long if any heat hits, so go!

WE welcome some new members:

Donald and Rebekah Kent from Poway  
1932 Lite 8  
and Donna  
Don Kramer from Fallbrook  
1940 Delux 8

Allison and Paul Kennedy from Redlands  
Rick and Monica Hagen from Alpine  
(Dick's kids)

Glenn K. Rich from San diego  
1953 PATrician

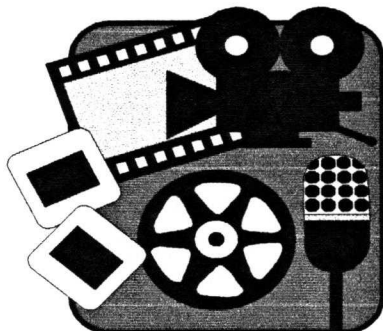
Don't miss out on the prograzm April 1st. It is not April Fool's Day. Al Carroll will present THE EXODUS OF WARNER BROTHER'S STUDIO on video tape. It seems when Warner's sold off their stock of old cars he was there to BUY BUT THERE WAS A CATCH! HE HAD TO GET THEM OFF THE LOT IN A COUPLE OF DAYS. The video tape is just that. How he got all of the cars off the lot. Since we have just been to Warner's Studio this one should be fun. His story alone shouldn't be missed.

WE ARE CANCELLING THE TRIP TO THE HERLIHY'S FLOWER FARM SINCE THERE IS GOOD INTEREST IN BEING AT FALLBROOK THIS YEAR. ON SUNDAY MAY @\$24TH. We will have the tarp up with plenty of lemonade. Bring your picnic basket. Club will have utinsels. More on what to bring.

See you April 1st no foolin'

## April 1th

Carrows Restaurant  
9152 Mira Mesa Blvd.  
Dinner at 6:00pm



## BE SURE TO SNIFF THE DIPSTICK

### Buying a Collector Car

Do you carry a bondo magnet with you on an antique car buying trip? Do you think a wet driveway or shop floor is relevant to the condition of the vehicle? Would you smell the dipstick?

Dennis Carrier, author of *Used Cars Ahead, Look for Signs!* suggests you should.

The magnet is a quick way of discovering wheather the car body has had extensive repair. It adheres to metal but not to plastic body filler, the material most commonly used to patch rusted areas.

A wet driveway on a dry day could mean a quick clean-up of leaked fluids just before you arrived.

An engine dipstick that smells of gasoline could mean that gas has leaked into the oil pan. Thick sticky oil indicates an oil additive is present - a sign of a badly worn engine. A transmission dipstick that has a burned smell could mean the transmission is on it's last legs.

"I think of it like this" says Carrier: "There's no such thing as a mint condition car. The term 'mint' scares me, but you can check to find out what you're getting. Nothing really tells you the history of the car. You know how many miles it has done but not how it has been driven unless you look and look carefully.

Start with a detailed examination of the body (there's no point in going any farther, if it's in rough shape). Here's where your magnet comes in. A megnet that reads paint and body filler thickness is available from the Eastwood Co. but a simple 'fridge magnet will do the trick. Look under the car - examine the underside of the floor. Protruding pop rivets or sheet metal screws indicate the floor has rusted and been patched.

Next, check under the hood. Check engine and transmission fluids, the radiator (ensure the exterior is clean and dry, anti-freeze is clear - oil scum or brown foam indicate engine problems) and all belts and hoses. Next on the check list is tires.

"All tires should match" Carrier points out. "You are also looking for even tread wear across the face of the tread"

One of the most overlooked of an antique car are the steering and suspension. A car's steering mechanism wears with age, abuse and impact, so unusual wear patterns on the tires will tell you part of the story about its past.

con't on page 4

Packard Service.....cont'd.

So does examination of the condition of the vehicle's interior. A "living" area that has been treated with respect with all controls in working order is an indication the car has been well cared for.

Only after these criteria have been met does Carrier advocate checking electrical systems and brakes and, finally starting the vehicle and taking it for a test drive.

"When you're used to doing it and know what to look for, it really doesn't take long to check over a car" he says.

And it can save you a lot of money. You only want your mechanic to make a final check before purchasing. It's great to trust your mechanic but you should trust yourself first.

People can often be intimidated by sellers, he adds. "They shouldn't be. They should go in with the idea that they have a right to know as much as possible about the vehicle they are thinking of buying". Has it had any rust repair? Any major components re-built? How long have you owned it? Previous owners? Who did the work? And here's the tough one - do the numbers match?

Engines, transmissions and differentials all have serial numbers and casting numbers. These numbers indicate the components type, power, build date etc. The car's serial number plate also reveals some of this information. To de-code these numbers you must refer to the vehicle's parts book and workshop manual, or any one of the after-market de-coding booklets available through many of the collector car periodicals. Even though they they look the same, an engine built one year after the car was built is not a "numbers matching" component. To simplify all this just ask the seller if the engine, transmission, differential etc. that are now in the car were in the car when it left the factory. If the answer is yes ask for documentation (Build sheet, factory invoice, original bill of sale). If the answer is vague or "I don't know" assume it is not a numbers matching car and adjust your price accordingly.

Carrier's booklet contains great ammunition for used car purchasers. Much of it can be applied to the vintage car market. One of the booklet's great strengths is it's series of photographs showing areas to check and problems to watch for. Written with the lay person in mind, it aims at providing car buying tips to keep buyers from being stuck with a quickie patch-up job.

Don't think it can't happen to you when you go looking for that vintage car.

## NEW LAWS TAKING EFFECT THIS YEAR

### SB42 - Exemption from smog inspections

The best legislative news we've seen for years came last year in the form of SB42, which exempts vehicles manufactured prior to 1974 from the smog program, and, in 2003, changes the rules to exempt cars  $\geq 30$  model years old. What this does is create an exemption for cars  $\geq 25$  years old. Since the exemption only covers 1973 and earlier cars until 2003, each

succeeding year the exemption moves up one year. Next year it'll exempt cars  $\geq 26$  years old. In 1999, it exempts cars  $\geq 27$  years old. In 2003 it exempts cars  $\geq 30$  years old. Each year after 2003, the exemption stays at 30 years old, so in 2004, 1974 model year cars are also exempt. In 2005, model 1975 cars become exempt. And so on. Not a bad compromise, I think. I already have plans for my '66 Mustang. The engine compartment is going to look a lot neater. Think it will run better?

available:

**BEWARE** there is currently a movement if California to override or change SB42. They want to require all cars that were exempted by this bill to be reintroduced to the Smog Check II Program. As an enthusiast and collector, I certainly oppose this movement.

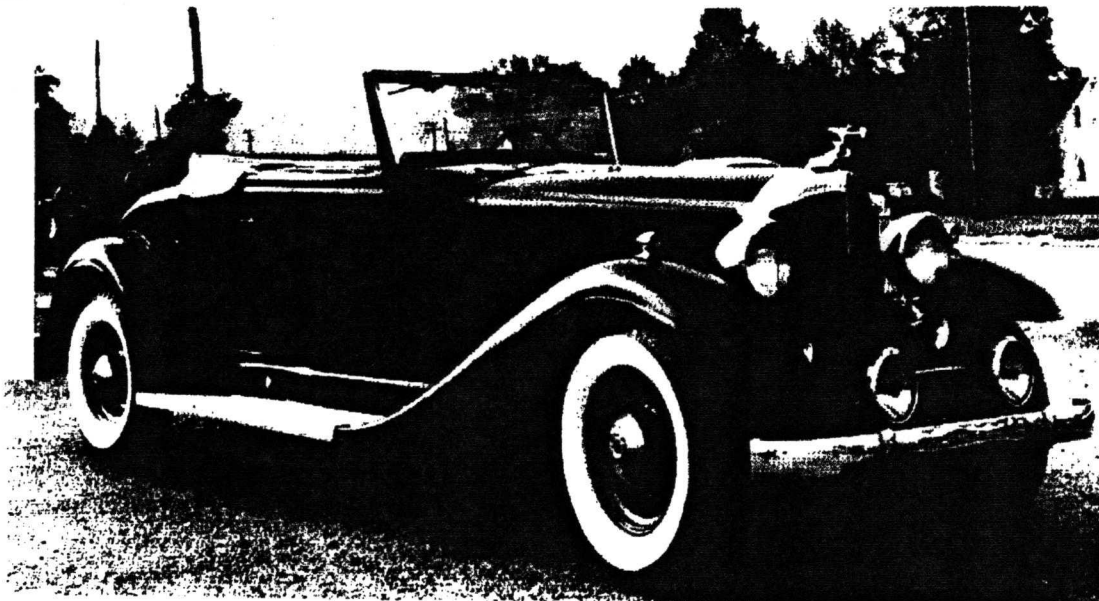
**BEWARE** enthusiasts TWO pieces of signed Legislation that are in the process of implementation:

First: SB501, This is a voluntary, Early Vehicle Retirement that crushes only currently registered older vehicles. This is simply and purely a way to get rid of older cars by using a program funded by us the motoring public. Don't forget currently registered means the vehicle passed smog for its year of manufacture.

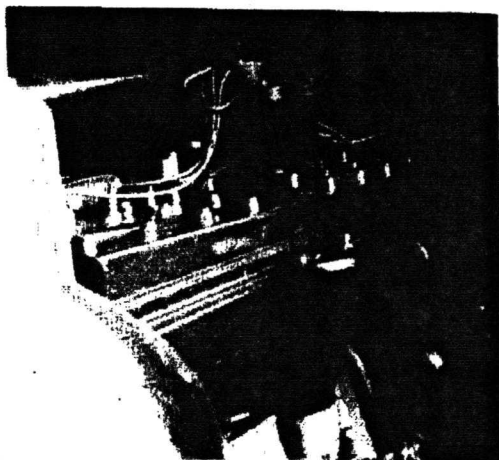
Second: AB208, is another Voluntary Accelerated Vehicle

Retirement (VAVR) program. This program is designed to crush Gross Polluters, cars that can't pass smog without spending more than they are worth. My main objection to this program is not that old cars will be crushed because old cars are crushed every day. My objection to this program and its current design is that it is proposed to only crush cars that are 100% complete, not one part can be removed to benefit the collector. This program is truly an effort toward the total elimination of old cars.

The following article was taken from the Classic Car Quarterly, winter issue, 1958. Written by Bob Turnquist, this is part 2 part 3 will continue in the May issue.



1004 Coupe-Roadster \$2,870 at Detroit. Note vee lensed headlights, chrome radiator shell and painted shutters. Outside horns are standard equipment.



Super Eight power plant - Note dual coil ignition and down draft carburetion.

**DON'T KNOW WHY, THERE'S NO SUN UP  
IN THE SKY,  
STORMY WEATHER, SINCE MY GAL AND I  
AIN'T TOGETHER . . . .**

The summer of 1933 was a scorcher. Crops were poor in the Dakotas and not a drop of rain had fallen in western Kansas for months. Already the top soil was blowing but the worst was yet to come. The first Black Blizzard arrived on November 11, 1933. It extended from the Texas Panhandle to the Canadian border. By 10:00 A.M. the storm was blowing cold and black and by noon total darkness was everywhere. When the sun once again shone and the wind had died down, it was a different world. There were no fields, only dunes of drifted sand. Tractors, trees, farm buildings, fences and roads were gone or buried under tons of sand. On November 12th, the

Series - Tenth	Bore & Stroke - 3½ x 5
Name - Super Eight	H.P.AMA - 39.2
Produced - 1/5/33 to 8/21/33	Brake - 145 at 3200 RPM
Cars Produced - 1300	Motor # - 750,000 to 751,999
Models - 1003-4	Vech. # - BTPNN

Body Type number	style	passenger capacity	shipping weight	factory list & date effective	
model 1003 (135" w.b.)				1-5-33	2-9-33
				\$	
653	sedan	5	4815	2750	
model 1004 (142" w.b.)					
650	touring	5-7	4610	2980	
651	phaeton	5	4490	2890	
654	sedan	5-7	4965	3090	
655	limousine	5-7	5025	3280	
656	sedan - club	5	4795	2975	
657	coupe	5	4780	2980	
658	coupe	2-4	4670	2780	
659	coupe roadster	2-4	4625	2870	
661	phaeton - sport	2-4	4690	3150	
663	sedan convert.	5	4840	3590	
667	convert.vict.	5	4795	3440	
673	sedan formal	5	5155		3600

sky over Chicago darkened and the following day it had moved as far east as Albany, New York. It was just the beginning - a prelude to disaster.

**IN YOUR EASTER BONNET  
WITH ALL THE FRILLS UPON IT  
YOU'LL BE THE GRANDEST LADY  
IN THE EASTER PARADE . . . .**

Things were rough all over but Packard continued to supply the best and the wealthy continued to buy but on an individual car basis rather than on the fleet plan of earlier years when they were really

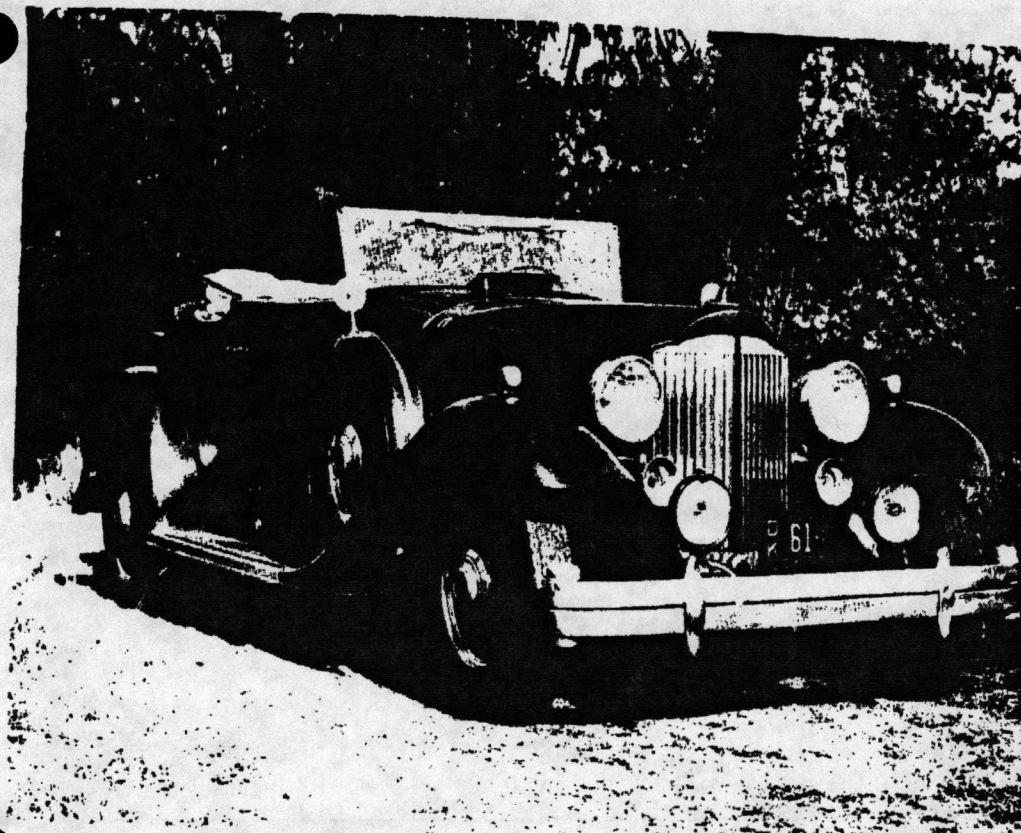


**FOR SALE: 1947 Custom Super 8 5 Passenger Sedan, Loaded! Asking \$16,000.00**  
**Contact Frank Stoppela**  
**208/336-1020**

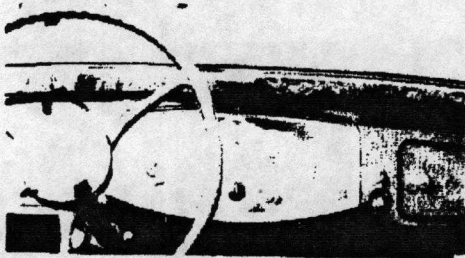
**WANTED: 1954 "359" cu. in. straight eight engine and 1954 Caribbean wheelwell chrome moldings, front & rear. Contact Pat McGill 760/360-0725**

**FOR SALE: 56 Ultramatic electric shift transmission (less torque converter). Includes shift motor, harness, relays & push button assembly, \$175.00**

**For Sale: 1984 Chevy truck, L-10, AC & shell. New Motor Motorhome, need work, sleeps 5, bathroom, new battery. Paid \$8,000, make offer-cash**  
**1990 Mazada, top of the line, make offer**  
**Contact Joan King 276-3673**



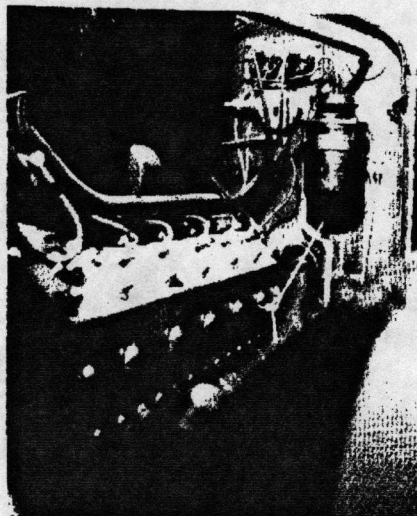
1005 Coupe-Roadster \$3,850 at Detroit. The "Twelve" head and parking lights have a raised chrome rib. Note stabilizer bumpers. Normally, the shell was painted and the shutters were chrome but any combination of paint and chrome was a \$25 option.



10th Series instrument panel was finished in burlled Carpathian elm with American walnut wood trim.

loaded. In addition to the introduction of power brakes for all models, the Tenth series was equipped with two throated down draft carburetors, rubber engine supports, cooling fins on connecting rod bearing caps, engine oil level read from the dash and an automatic choke on all models.

It seems hard to believe in these days of mass production that in 1933 each Packard twelve was driven 250 miles at the Packard Proving Grounds before it was released to the Dealer. It was carefully broken in and scientifically tuned under actual driving conditions. When you bought a Packard twelve, you were ready to roll and roll fast.



Each TWELVE engine prior to installation was run 1 hour by electric motor (jacked in) and then 6 hours under its own power. It was then run on the dynamometer for an additional 1 hour and 15 minutes under its own power.

**Tony Collins has perfected his technique to repair cracked manifolds. If you are having a problem or need to ask a question, give him a call at: 619/ 451-0669**

# PREDICTOR

PACKARDS INTERNATIONAL  
MOTOR CAR CLUB  
SAN DIEGO REGION  
9030 Carroll Way #1  
San Diego, CA. 92121

4/98

ADDRESS CORRECTION REQUESTED



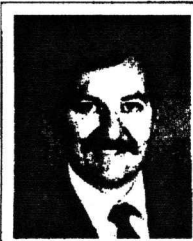
COLIN D. FORT, AEP, CSOP, CTEA  
*Regional Vice President*

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