

[REDACTED]  
Arlington, MA  
Nov. 11, 1993

[REDACTED]

Thank you for your help in referring me to John Wehrle for oil pump repairs for my Packard. The pump will be sent to him for new gears, etc. by Knight Engineering Co. of Gloucester, MA.

You requested identification numbers on my 1931 833 Phaeton.

1. Engine No. located on left engine mount  
\*325-565\*
2. Chassis No. located on left chassis rail near steering box  
\*325538\*
3. Body Serial No. embossed on fire wall  
146-666
4. Vehicle No. plate attached to fire wall  
461-119

The Vehicle No. plate indicates that the car was purchased March 1931 from the Packard Motor Co. of Boston, Mass. The first owner is unknown and the second owner was a Gordon Stoyle of Quincy, MA. I purchased the car from Stoyle in 1953.

I hope the above will suit your purposes.

Regards

[REDACTED]

[REDACTED]

---

**Sent:** Friday, April 20, 2007 8:24 AM  
**Subject:** Packard 8-33 phaeton

Dear Mr. [REDACTED]

Frank Wemple notified me that you were listed in the CCCA directory. Recently a old photo of what may be your 8-33 phaeton turned up on an internet site and was sent to me by a Packard friend in Vermont who wanted to know if I might knew whose car it was. After some forwarding back and forth to several people it was suggested that the car might be the one your late father owned for many years. I will forward same to you for your comments.

Several years ago someone in Mass, probably Bayard Guild, sent me a photocopy of one of the old PAL publications, and I believe there was a picture of your father's 8-33 in that issue.

I have for a number of years kept rosters of several series Packard cars, one of which is the Eighth Series Standard Eight 8-26/8-33, on behalf of The Packard Club (PAC) and would like to obtain the data from your 8-33 phaeton. If you are in a position to furnish the following data I will be greatly obliged for your help:

- 1) vehicle number
- 2) engine number
- 3) body serial number
- 4) name of dealer who sold car new
- 5) delivery date

Now I'll go back through my messages and hopefully will be able to find the old photo mentioned above.

Kind regards,

Jim Pearsall  
Box 9158  
Zarephath, NJ 08890

CCCA and PAC

---

Ahhh...imagining that irresistible "new car" smell?  
Check out [new cars at Yahoo! Autos.](#)

[REDACTED]

---

**Sent:** Wednesday, April 25, 2007 11:44 PM  
**Subject:** Re: Packard 8-33 Phaeton

[REDACTED]

I do have my father's 833 Packard Phaeton and the information you requested.

Vehicle No. 461-119, from plate on the fire wall  
Engine No. 325-565, from left engine mount  
Body Serial No. 146-666, embossed on the fire wall  
Car purchased from Packard Motor Co., Boston, MA in March 1931

My father bought the car in 1953, in Quincy, MA, he was the third owner. Attached is a two year old photograph, sent in separate e-mail.

I hope to get up to New England in July and may be connect with a CCCA event.

[REDACTED]

**Sent:** Friday, April 20, 2007 8:24 AM  
**Subject:** Packard 8-33 phaeton

Dear [REDACTED]

Frank Wemple notified me that you were listed in the CCCA directory. Recently a old photo of what may be your 8-33 phaeton turned up on an internet site and was sent to me by a Packard friend in Vermont who wanted to know if I might knew whose car it was. After some forwarding back and forth to several people it was suggested that the car might be the one your late father owned for many years. I will forward same to you for your comments.

Several years ago someone in Mass, probably Bayard Guild, sent me a photocopy of one of the old PAL publications, and I believe there was a picture of your father's 8-33 in that issue.

I have for a number of years kept rosters of several series Packard cars, one of which is the Eighth Series Standard Eight 8-26/8-33, on behalf of The Packard Club (PAC) and would like to obtain the data from your 8-33 phaeton. If you are in a position to furnish the following data I will be greatly obliged for your help:

- 1) vehicle number
- 2) engine number
- 3) body serial number
- 4) name of dealer who sold car new
- 5) delivery date

Now I'll go back through my messages and hopefully will be able to find the old photo mentioned above.

PACKARD - NUMBERS

USE → CHASSIS NO. 325538

LEFT SIDE, ENG. COMP., NEAR STEERING COL.

ENGINE NO. 325565

LEFT MOTOR MOUNT

VEHICULAR NO. 46119

(WAS ON DOOR JAMB)  
IN 7TH SERIES

PLAQUE ON FIRE WALL

BLOCK - REPLACED 1935 (11-35 CASING DATE)

HEAD - CASTING DATE 9-22-30

CONNECTING RODS - 016126

BASE - P 7098 170107  
6-6-30 AM X

HEAD GASKET - McCORD 5774

GASKETS ARE DIFFERENT ON 30, 31, 32 \$ 35,  
WATER HOLES DIFFERENT

## PACKARD - GENERAL INFORMATION

WATER PUMP SHAFT - NITROLOT (SP 3)  
NON RUSTING ALLOY

STEEL RIBS (NOT WOOD) AT BACK OF BODY,  
BEHIND REAR SEAT, SUPPORTS STEEL SKIN.

ROCKER ARM SUPPORT / COVER - ORIGINAL  
CAST IRON, EXISTING CAST ALUM. DAD  
GOT FROM EARLIER OR LATER ENGINE.

VALVE COVER PLATE - TURNQUIST SAYS IT  
SUPPOSED TO BE GREEN, REPAINTED GREEN (96).  
ORIGINALLY IT WAS BLACK.

RELAY PUT ON HEADLIGHTS, NOT ORIG. EQUIP,  
DOESN'T GO THROUGH AMP. METER - ONLY  
CURRENT TO CLOSE RELAY

CORRECT CARBURETOR GASKET IS METAL JOCKEYED,  
ACTS AS HEAT SINK FROM MANIFOLD

PACKARD IS POSITIVE GROUND, AS MOST CARS  
UP TO LATE FORTIES - NEG. GR. HAS BETTER  
ELEC. FLOW CHARACTERISTICS.

PACKARD - WORK DONE, 1

END CLEARANCE - ROD ON CRANK SHAFT

.003 (.0015 EACH SIDE)

CAR WAS  $\frac{1}{16}$ " <sup>PRIOR TO</sup>, '95 ENGINE WORK.

DAD THINKS THIS WAS REASON FOR KNOCK WHEN ENGINE  
SPOT LIGHT WAS RECHROMED, 10-95

REFLECTOR WAS NICKEL PLATE

STARTING

GODNESS OF SPEED RECHROMED, 11-95

BASE METAL IS LEAD, CRACK DEVELOPED - HAD TO  
REDO

EXHAUST MAN. COATING

HIGH PERFORMANCE COATINGS, <sup>TECH. LINE</sup> 1-800-456-HPC1

1968: CYLINDERS BORED .030 OVER, THIS IS STAMPED  
ON PISTONS; VALVE GUIDES REDONE

11-95: CYLINDERS FOUND TO HAVE TAPER, REQUIRE  
.003" TO FIX - NOT DONE; VALVE GUIDES BADLY  
WORN (?) - REDONE, THEY WERE REPLACED IN 68

3-96: CAM SHAFT END PLAY WAS .010, SHOULD BE  
.004. COVER PLATE SHAVED TO REDUCE CLEARANCE  
DIDN'T WORK, GOT NEW PLATE

3-96 FRONT CRANK SHAFT SEAL WAS RUSTED, CAME  
FROM PRIOR WATER PUMP LEAK. SEAL REPLACED

PACKARD - WORK DONE, 2

S-96, BLUERIBBON - ENGINE TOGETHER BUT NOT HEAD. ENGINE TO TIGHT WHEN TURNED BY HAND. TAKEN APART, ROD BOBBIT MOVED LATTERLY WHEN COMPRESSED WITH ROD CAP, TOO TIGHT AGAINST CHEEK OF CRANK SHAFT. (WAS .003+ WHEN ENG. ASSEMBLED) RODS COMPRESSED AGAINST CROCHS CLOTH (400 OR 500 GRIT) OVER PLATE GLASS

WHILE RODS OUT, CRANK FREE, IT WAS SPUN AND HAD SLIGHT BIND. IN 1968 NO. 5 MAIN BEARING CAP WAS MOUNTED REVERSED, BETTER FIT. NOT SURE HOW IT WAS REASSEMBLED, BUT SUPPOSED TO HAVE BEEN CHECKED. CRANKSHAFT ROD BEARING REDONE IN 1968, NOT DONE IN 96, THEY ARE A LITTLE OUT OF AVERAGE ROUND. NEW ROD BOBBIT GROUND TO MEASUREMENT OF CRANKSHAFT. THERE WAS BINDING, EACH HAD TO BE HAND FITTED SEVERAL TIMES. MACHINE WORK DONE BY CHARLES MONTEFORTE (MONTY), EVERETT MA. 389-2400.