

## 1935 Packard

Series 1204 Super Eight

“Gentleman’s Coupe”

*858 Rumble seat coupe*

This is a 1935 Senior Packard, the same year Packard’s new 120 series was introduced to compete in the auto industry's middle market. With the success of the lower priced 120, fewer Senior cars were produced. According to Denmann & Wren, in their book Packard, the 858 super eight coupes were quite likely built in Dietrich shops due to the level of finish in the car and the distribution of work done in those days of the depression. This coupe, number 76 in production sequence, was delivered in late September making it possibly one of perhaps 100 like it. This 858 coupe is one of only five recorded in existence in both CCCA and Packard Club directories. The rarity of the model is a function of several factors; certainly the introduction of the 120 that year reduced production on all senior cars, the coupe's configuration made it less attractive to families with children, and the few surviving cars have had parts scavenged for restoring more desirable open collector cars. Of the five 1935-858's known to exist, there is none finer than this example.

The car was completely restored in Manchester, Michigan by Bob Anzalone. It was an excellent original, and found to be totally rust free and solid throughout. It has less than 44,000 original miles, and has been in the hands of collectors since 1969 when it was sold by the estate of its original owner who had passed away in 1949. All of the wood is original in the car, and much of the finished car is still original.

I found the car on the Packard Club website, located in Florida. It seemed to be a remarkable original - but who could know for sure? The paint, some chrome, and the rumble seat area were clearly not original; so it was not truly an original, and it was not a restored car either. Hence, the decision to restore. The colors (a palette correct for the year) were changed to suit me better; the grey exterior is now black, the red wheels are now maroon, the grey interior is now camel, and the red leather rumble seat is tan leather. My only instruction to Bob Anzalone was; I did not want to make excuses for the car when he was finished - so far I have not been asked to do that.

### *Appearances and recognition:*

First; Primary,

CCCA Annual Meeting *Grand Classic* at Novi, Michigan, January, 2004.

First; Senior,

CCCA *Grand Classic* at Gilmore Museum, Hickory Corners, Michigan, June, 2004

First; Premier,

CCCA *Grand Classic*, Greenfield Village, Dearborn, Michigan, July, 2004 (*100 points*)

Class Award;

The Gilmore Museum, Hickory Corners, MI *Grand Experience* Concours, June 2004

Class Award;

*Meadow Brook Concours d'Elegance, Rochester, MI* July 2004

Invited to, and appeared in,

*Bay Harbour Concours*, Bay Harbour, Michigan, June 2004.

Best in Class

*Annual Packard Meet; Salado, Texas, April 2005*

People's Choice Award for pre-war Packards;  
*Annual Packard Meet; Salado, Texas, April 2005*  
Best in Packard Class;  
*Lakewood Yacht Club's Keels & Wheels Concours d'Elegance, May 2005*  
Second Place for pre 1936 cars;  
*Reliant Park's Classy Chassis benefit for United Cerebral Palsy of Houston, June 2005*  
Best in Class,  
*Annual Packard Meet; Salado, Texas, April 2006*  
People's Choice for Pre-war Packards;  
*Annual Packard Meet; Salado, Texas, April 2006*  
First in Class 3A;  
*National Packard Club Meet, Detroit, Michigan, July 2006 (397 out of 400 possible points).*  
First Place in Packard Class, the featured marque at  
*Reliant Stadium's Classy Chassis Concours d'Elegance, May 2009*  
Best in Class - Glenmoor Gathering, Canton, Ohio September, 2012  
Palmetto Award – Hilton Head Motoring Festival  
*Hilton Head, South Carolina November 4, 2012*  
First in Class 3A – Packard Nationals, Pontiac, MI June 27, 2013

*Specifications:*

*139.5 inch wheel base, 17 inch wheels, shipping weight 4,920 lbs.*  
*384.5 cu.in. straight eight engine, producing 150 horsepower, called "the Super Eight"*  
*English broadcloth wool interior with Carpathian burl elm and American walnut wood trim, the rumble seat is leather, and carpets are wool throughout.*  
*Standard equipment includes; adjustable ride control, Bijur Lubricating System, power assist brakes, golf doors. Plus it has courtesy lights; on the running boards, in the rumble seat compartment, the glove compartments, and interior cabin.*  
*Optionally equipped with a clock, radio, heater, dual sidemounts with mirrors, trunk rack, Trippe lights, white wall tires with beauty rings, a rear window shade, and Goddess of Speed mascot.*  
*The only things added during restoration are fender markers for directional signals, and a kill switch for the electrical system.*  
*Original base cost: \$2,880.00; and as equipped, about \$3,200.00*