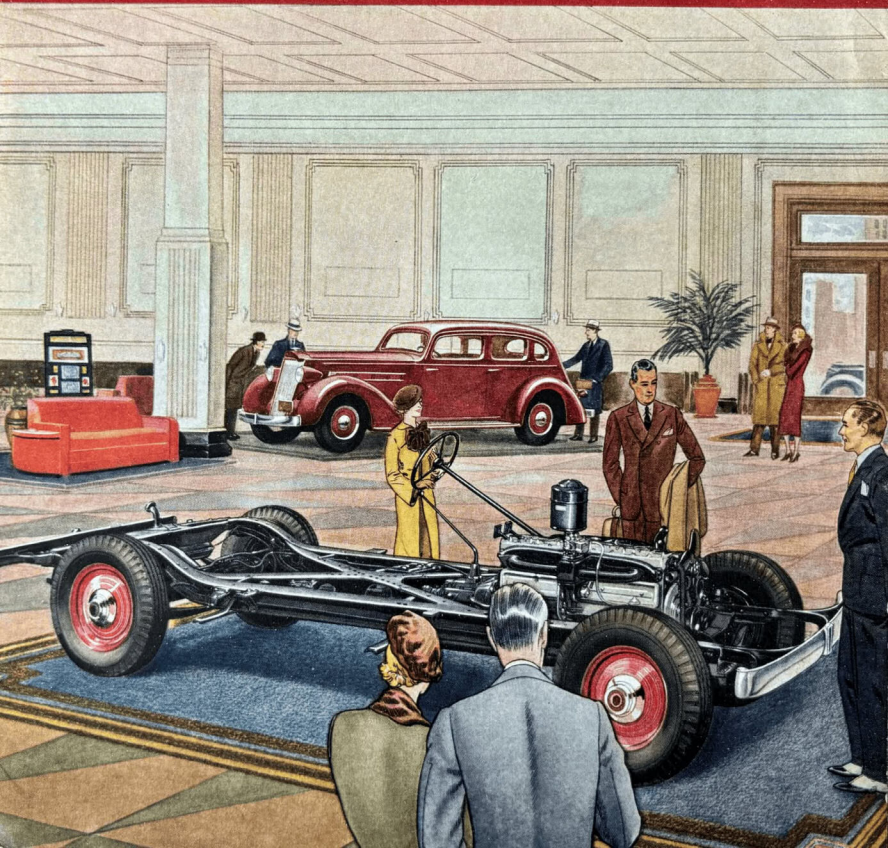


MECHANICAL FEATURES AND FINENESS
of the
PACKARD ONE TWENTY



Mechanically, every vital part in the

Packard One Twenty has been designed by Packard. We believe more of it is built complete in one plant . . . where high standards of engineering and manufacturing are under one centralized control . . . than is true of any other motor car. In its design, a score of practices generally accepted by lower priced car makers, were considered and cast out as being not good enough for a car that is called a Packard. Being literally the *newest* car of the day built by the newest machinery the tool trade can produce, the Packard One Twenty has mechanical features and fineness never before found in a car of its price class. Combined with tried and tested advantages long used in other Packard designs, the result is a piece of finished mechanism . . . probably more thoroughly proven than any previous car . . . that makes it truly the distinguished among lower priced cars. No matter how close the scrutiny, the Packard One Twenty bears *any* mechanical inspection; for it is Packard in tradition, Packard in design and, therefore, Packard in name . . . a worthy member of a distinguished family!

ASK THE MAN WHO OWNS ONE

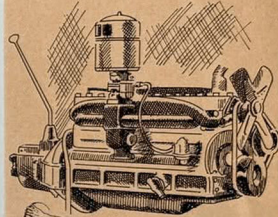
Here the Packard One Twenty takes the platform and tells its own story, answering questions most frequently asked about its mechanical features. They may suggest one yet unanswered for you. If so, your Packard dealer stands ready with the reply.

• WHAT KIND OF AN ENGINE HAVE YOU?

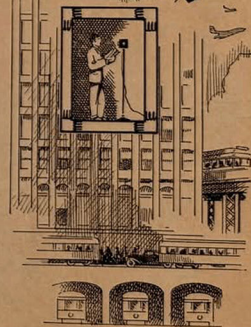
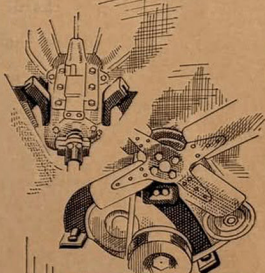
A big engine of Packard straight-eight design, mounted at the front-center and rear on Neutro-Poised 3-point engine mountings of live rubber to absorb vibration and protect the power plant from road shock. I develop 110 horsepower, more than is usually found in a car my size. My bore is $3\frac{1}{4}$ "; my stroke, $3\frac{3}{8}$ "; my total piston displacement, 257 cubic inches; and my compression ratio, 6.5 to 1. I have aluminum alloy pistons and an aluminum cylinder head, which means that you don't have to use premium fuel to get peak performance out of me. My crankshaft is exceptionally rigid, with overlapping pin and main bearings and the remarkably heavy weight of 90 pounds. You will find my valves interesting—they're angle set, cooled by a special cooling tube, which makes for a maximum of power and economy from each charge of gas. I'm quite proud of my connecting rods, too, for they are the more expensive type of rifle-drilled passage from end to end to carry oil under pressure to the piston pin bearing.

• WHAT KIND OF A CARBURETOR?

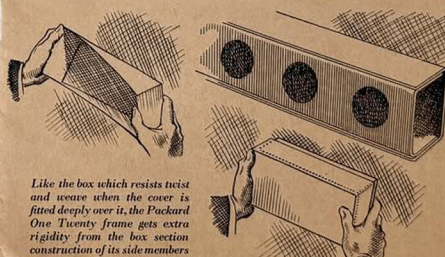
The dual down-draft plain tube type, which permits relatively lean mixtures for all speeds up to approximately 65 miles an hour, summer and winter. It has a fuel compensator which lets you adjust the automatic timing of the ignition so as to secure the best results from any given grade of gasoline. Don't worry about choking me, for I have an automatic choke that insures a smooth running engine immediately following cold starts without any of the harmful results of over-choking. There's an automatic heat control, too, which quickly warms up the intake gas when the engine is cold. The combination makes me a veritable miser with gasoline. Competitive driving tests showed I gave more miles per gallon than other cars my size and weight.



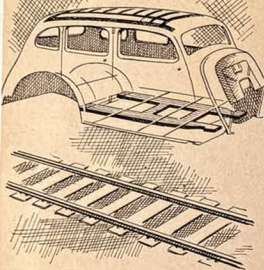
Like the Greek Pentathlete who had to be outstanding in five events to win his title, the Packard One Twenty engine is an all-around performer. It has agility, speed, strength, stamina and control for every driving requirement.



Like the modern broadcasting studio literally suspended on rubber to deaden out the sounds of street and subway, the Packard One Twenty engine uses rubber mountings to absorb vibration natural to any moving mechanism, and to protect the power plant from road shock.



Like the box which resists twist and weave when the cover is fitted deeply over it, the Packard One Twenty frame gets extra rigidity from the box section construction of its side members.



Like the wood ties of a railroad track which continue to be the resilient base that best absorbs the vibration of a steel superstructure, seasoned hardwood is used at strategic points in the Packard One Twenty body

• HAVE YOU INDEPENDENT SPRING SUSPENSION?

Yes, indeed—Packard's own exclusive SafeTfX design which introduces to independent suspension the safety of torque-arm construction. The combination of the giant's grip of these mighty arms and the soft coil springs the design makes possible, provides a far softer ride, greater safety, no "gallop" or sideways, positive wheel alignment, tires that wear longer, and easier control at all speeds on all kinds of roads. Servicing the SafeTfX is easier than other independent wheel suspensions, for live rubber mountings narrow the lubrication points to two and they are most accessible.

• YOUR FRAME LOOKS STRONG—IS IT?

Unusually so. My heavy "20 to 1" frame has a strength and rigidity never before found in this price field. Ample reinforcements including an "X" member, and special box section construction provide a sturdy base to prevent body weave and twist.

• TELL ME ABOUT YOUR BRAKES.

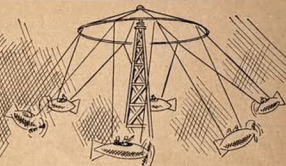
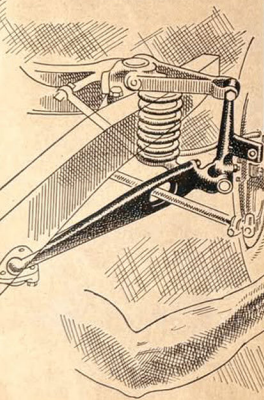
They're hydraulic—the "straight ahead" stopping type, with far greater power than you normally need. The hydraulic liquid lines are designed into the frame to protect them from flying stones. My emergency brake has mechanical action and both systems operate on big centrifuge drums that dissipate heat, thus staying in round. They are protected from grit and wet by my very own dirt and water seal.

• HOW ABOUT YOUR REAR AXLE?

It's the exclusive Packard Angleseat design which permits a reduction in the over-all height of the car without lessening head-room or reducing road clearance. Thanks to this feature, my rear compartment floor is smooth and free of any annoying tunnel or hump. Inside my rear axle are hypoid gears, a Packard development, too, with wider tooth area which keeps them quieter and longer lived.

• IS IT HARD TO SHIFT YOUR GEARS?

Not at all. My transmission is the synchronized type, quiet in *all* forward speeds. Here I use more anti-friction bearings than any other car in my price class, which lengthens the life of the gears and improves their operating ease.



Like the action of a carnival swing, weighted arms in the Packard One Twenty semi-centrifugal clutch are used in transmitting power to urge the clutch plates together, thus reducing spring pressure—which means a lighter touch on the clutch pedal and a more positive clutch engagement

• IS THERE ANYTHING UNUSUAL ABOUT YOUR CLUTCH?

Yes—it operates with less than half the effort required to operate a conventional clutch. My clutch is the famous Packard semi-centrifugal 10" dry single-plate type. It has a vibration damper that not only eliminates torsional vibration but also provides a spring cushion in the drive line to absorb driving shocks.

• DO YOU STEER AND HANDLE EASILY?

Yes, very. My steering is the time-tried Packard Harmonized type whose worm and roller tooth give an effortless ease to steering. Balanced controls and adjustable interior appointments make me a joy to handle and park. You can even turn me around in a street less than 40 feet wide.

• ARE YOUR ELECTRICAL UNITS ADEQUATE?

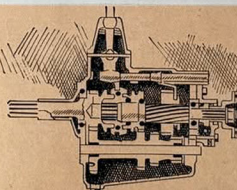
Decidedly so. My distributor has a reserve of spark intensity and a long life. My generator is air cooled, my accessibly reached battery has 17 plates, more than the usual number, and the combination is amply adequate for such extra demands as radio and heater. My lights provide for parking, city and country driving, with a foot control button for ease in switching the latter off and on.

• WHO BUILDS YOUR BODY?

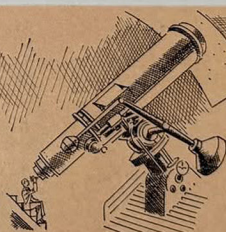
Packard, of course. Out of its experience as the oldest fine car builder, it has developed a body for me that is *more* than a steel body—it is a Safety-Plus body which retains and plusses the strength of all-steel but eliminates its tendency to develop squeaks, rattles and rumbles. Good insulation, the Packard ventilation system, wide doors, luggage space built into the rear of *all* models, full wiring for better radio reception through a roof construction that includes a built-in antenna, broadcloth upholstery and fittings in black and bright finish join comfort and pleasure with artistic good taste.

• WILL IT COST MUCH TO OPERATE YOU?

No. I've told you about my gasoline economy. My crankcase economy matches it. In fact, my design, which uses more anti-friction bearings than any similar car, and my construction, Packard precision manufacture by up-to-the-minute machinery, builds economy into my very vitals. As for service, my maker has *determined* that service costs shall be no more on the Packard One Twenty than for other cars in its price class. Comparative studies on both parts prices and labor charges show them no greater and, in some instances, actually less.

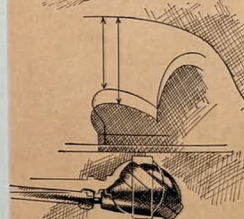
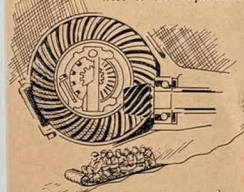


Like the precision built mechanism of a huge telescope mounted on multiple bearings to insure effortless movement in its operation, the finely built Packard One Twenty transmission uses more anti-friction bearings than other designs

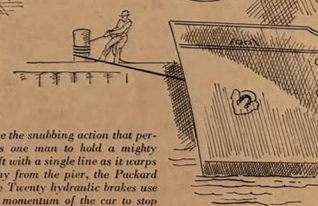
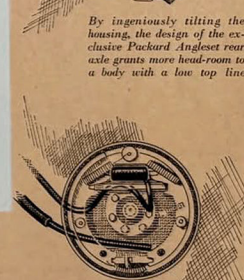


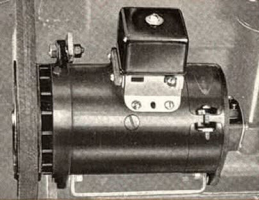
Like the snubbing action that permits one man to hold a mighty craft with a single line as it weaves away from the pier, the Packard One Twenty hydraulic brakes use the momentum of the car to stop

Like the long runner of a toboggan gliding freely over an irregular surface, the sliding action of the hypoid gears in the rear axle of the Packard One Twenty gives smoothness and quietness to their operation

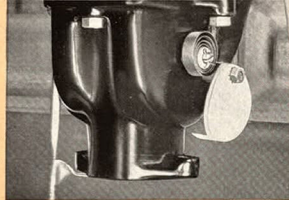


By ingeniously tilting the housing, the design of the exclusive Packard Angleseat rear axle grants more head-room to a body with a low top line





The air-cooled generator with voltage regulator automatically adjusts the charging rate



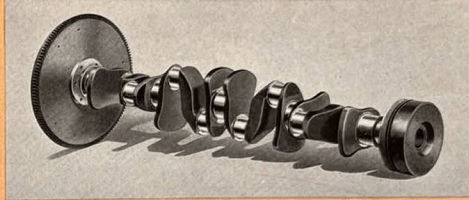
A thermostatically controlled heater warms the incoming gas mixture to assure maximum power



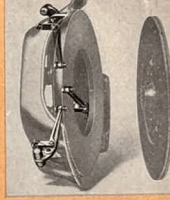
Forced-draft crankcase ventilation removes all harmful oil vapors from the engine



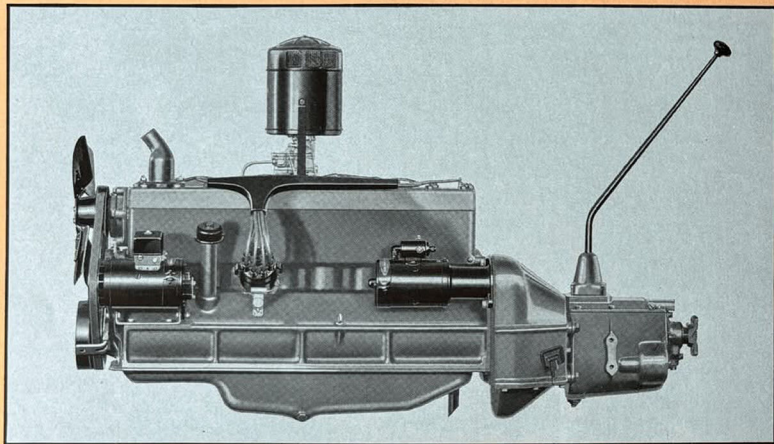
Angle set valves for combustion efficiency



The 90-pound dynamically balanced crankshaft with overlapping main and crank pin bearings is exceptionally rigid and assures smooth engine performance



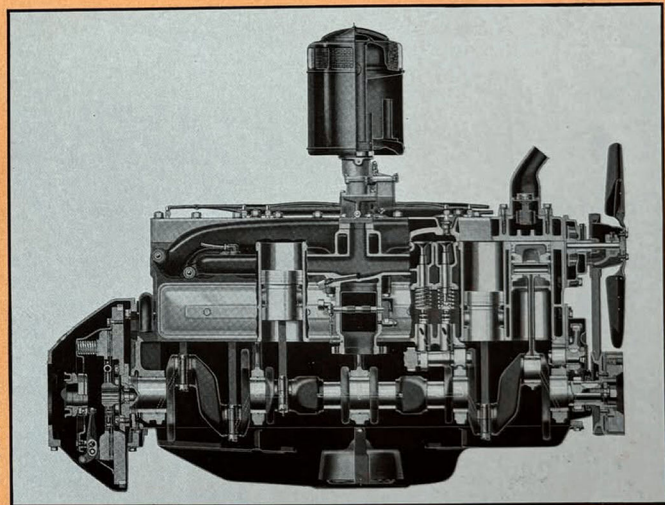
The semi-centrifugal clutch greatly reduces pedal pressure



The Neutro-Poised rubber engine mountings protect the engine from road shocks and remove all traces of power pulsations

The automatic choke makes starting easy on the coldest day

The Fuel Compensator permits the use of any grade of gasoline without spark knock

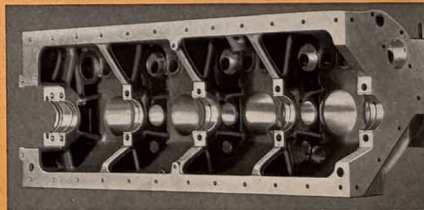
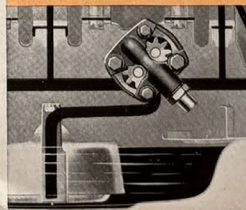
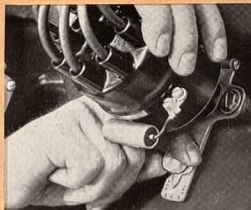
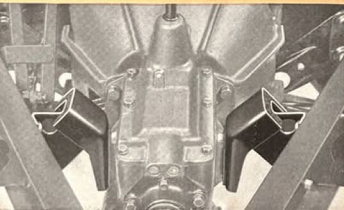


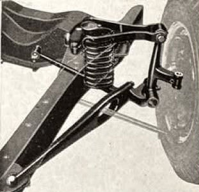
Simplicity with maximum efficiency is the keynote of the Packard One Twenty engine design

For cars, regardless of price, have as fine a full pressure engine lubrication system

A cylinder block and crankcase designed for maximum strength and rigidity—five sturdy, crosswise webs strengthen crankcase and support main bearings

Rifle-drilled connecting rods

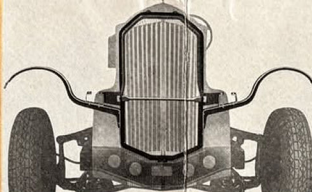




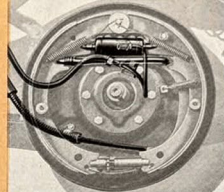
The SafeTflex Torque Arm absorbs all road and braking shocks



The Packard SafeTflex front wheel suspension gives a far softer ride, positive wheel alignment, maximum tire life and freedom from adjustments



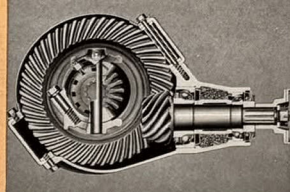
Regardless of road surfaces, the Fulcrum mounting eliminates radiator, headlamp and front fender weave



Safe, positive hydraulic service brakes plus mechanical emergency brakes

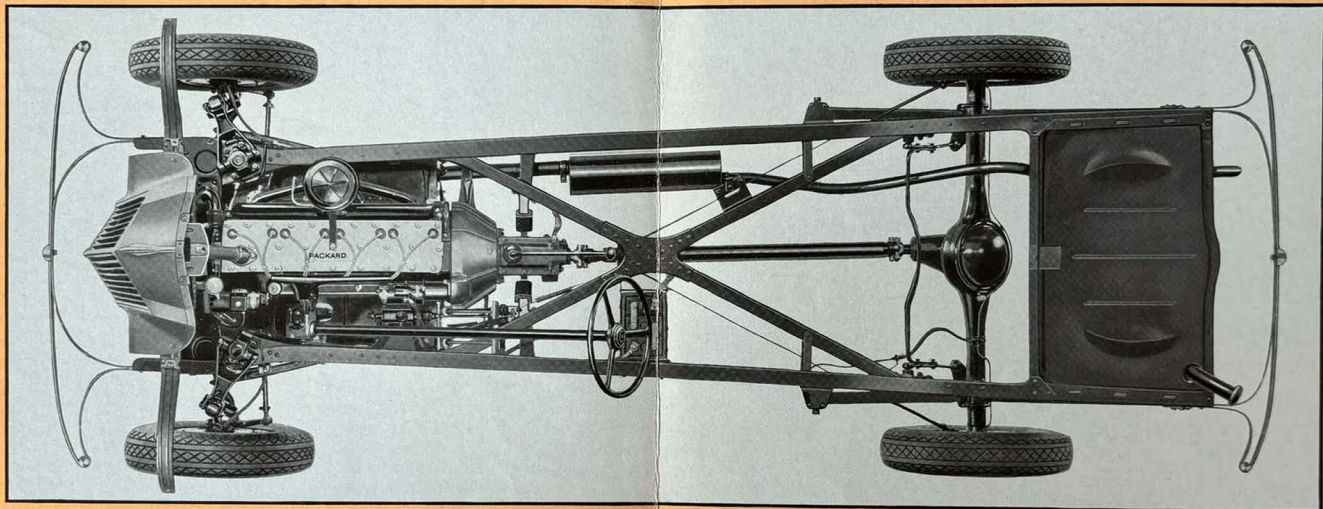


Brake lines protected from flying stones



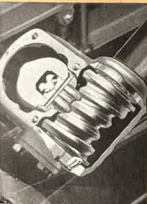
The wide-tooth hypoid gears of the rear axle assure quieter operation and much longer life

So good that the name Packard is proudly embossed on it, this motor is—we believe—the finest, most powerful and efficient engine ever designed into a car of this price class

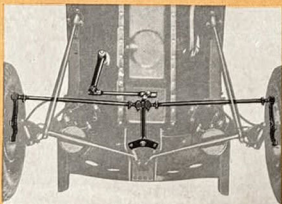


Designed and built in the Packard tradition, this chassis reveals a blend of engineering and manufacturing excellence that makes it the most distinguished mechanical base of its price class

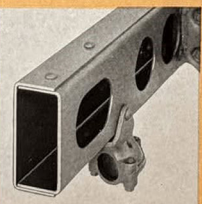
Easy, positive steering with worm and roller gear



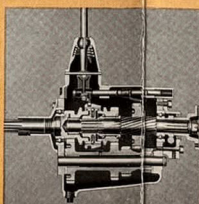
Packard Harmonized steering makes car handling safe and effortless. Turning radius only 19½ feet



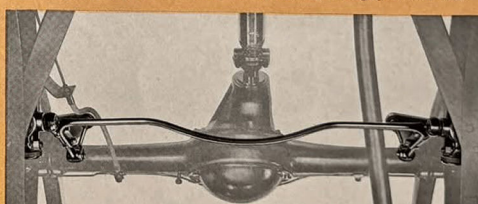
"Box Section" frame construction for added strength and long life



Packard synchronized transmission for silent, tireless shifting



Built integrally with the rear shock absorbers, the ride stabilizer assists in keeping the body on an even keel while rounding corners or driving over highly crowned roads



Packard's exclusive Angleset rear axle allows lower set bodies with head-room maintained

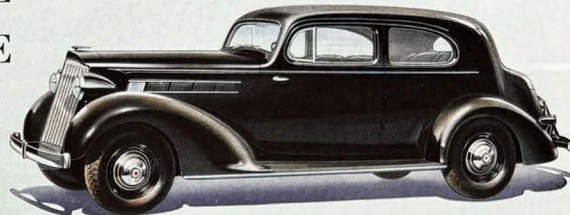


A BODY STYLE FOR EVERY TASTE

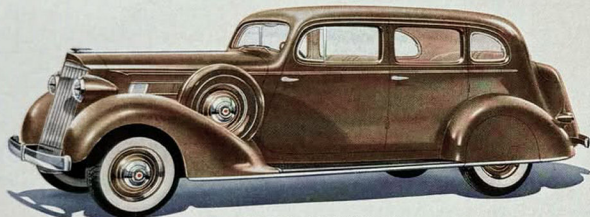
THE PACKARD ONE TWENTY



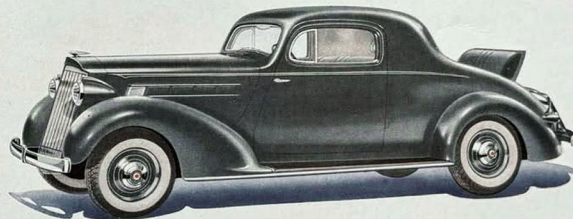
The SEDAN for five passengers



The TOURING COUPE for five passengers



The TOURING SEDAN for five passengers

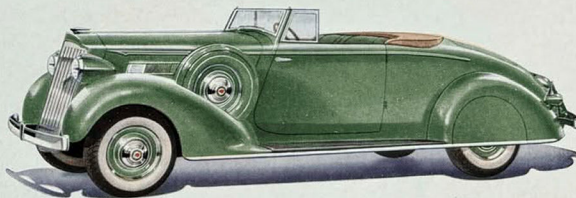


The SPORT COUPE for two or four passengers

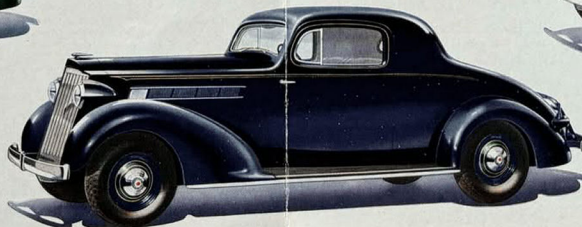


The CLUB SEDAN for five passengers

*Every Inch
a
PACKARD*



The CONVERTIBLE COUPE for two or four passengers



The BUSINESS COUPE for two passengers

ONE TWENTY SPECIFICATIONS

Motor—Eight cylinders in line. Cylinder and upper crankcase integral. L-head type. Detachable aluminum cylinder head. Aluminum pistons. Bore, $3\frac{1}{4}$ inches. Stroke, $3\frac{7}{8}$ inches.

Horsepower—N.A.C.C. rating, 33.8. Actual brake horsepower developed, 110.

Motor Lubrication—Full-pressure feed to all bearings and cylinder walls. Ventilated crankcase.

Carburetion—Dual down draft. Automatic compensating idle. Automatic choke. Air cleaner and intake silencer.

Clutch—Semi-centrifugal type. 10-inch single plate. Heavy duty spring cushion drive. Friction damper.

Transmission—Silent synchro-mesh. Three quiet forward speeds.

Cooling System—Cellular radiator core, $16\frac{1}{2}$ -quart capacity. Centrifugal pump. Thermostatic temperature control.

Fuel System—20-gallon tank at rear. Mechanical pump. Filter and gas gauge.

Brakes—Servo-Sealed hydraulic. Internal expanding. 12-inch centrifuse drums.

Shock Absorbers—Hydraulic double acting.

Chassis Lubrication—Pressure gun.

Front Suspension—Packard SafeTfiteX independent suspension. Coil springs, $5\frac{1}{4}$ -inch diameter, $7\frac{3}{4}$ -inch effective coils.

Rear Suspension—Semi-elliptical, $54 \times 1\frac{3}{4}$ inches. Metal spring covers.

Wheels—Disc wheels. Drop center rims.

Tires—7.00 x 16 low pressure. 4-ply cord.

Wheelbase—120 inches. Turning radius, $19\frac{1}{2}$ feet.

Painting—Purchasers may choose from a wide variety of color combinations. Broadcloth upholstery is selected to harmonize artistically with the respective color combinations.

Standard Equipment—One spare wheel. Jack and tool equipment. Body ventilation. Interior sun visor. Two automatic windshield cleaners. Rear view mirror. Ash trays, front and rear compartments. Robe rail. Generator voltage regulator. 17-plate battery. 32-candlepower headlights with three lighting positions. Combination tail and stop light. Dome and front compartment lights. Horn. Speedometer. Gasoline and oil pressure gauges. Motor thermometer. Ammeter. Locked package compartment in instrument board. Wheel compartment lock. Cowl ventilator with screen. Adjustable front seat. Toggle grips. Foot rail in rear compartment. Radio aerial in all enclosed bodies.

The right is reserved to change specifications or prices without incurring any responsibility with regard to cars previously sold

PACKARD MOTOR CAR COMPANY
DETROIT, MICHIGAN