

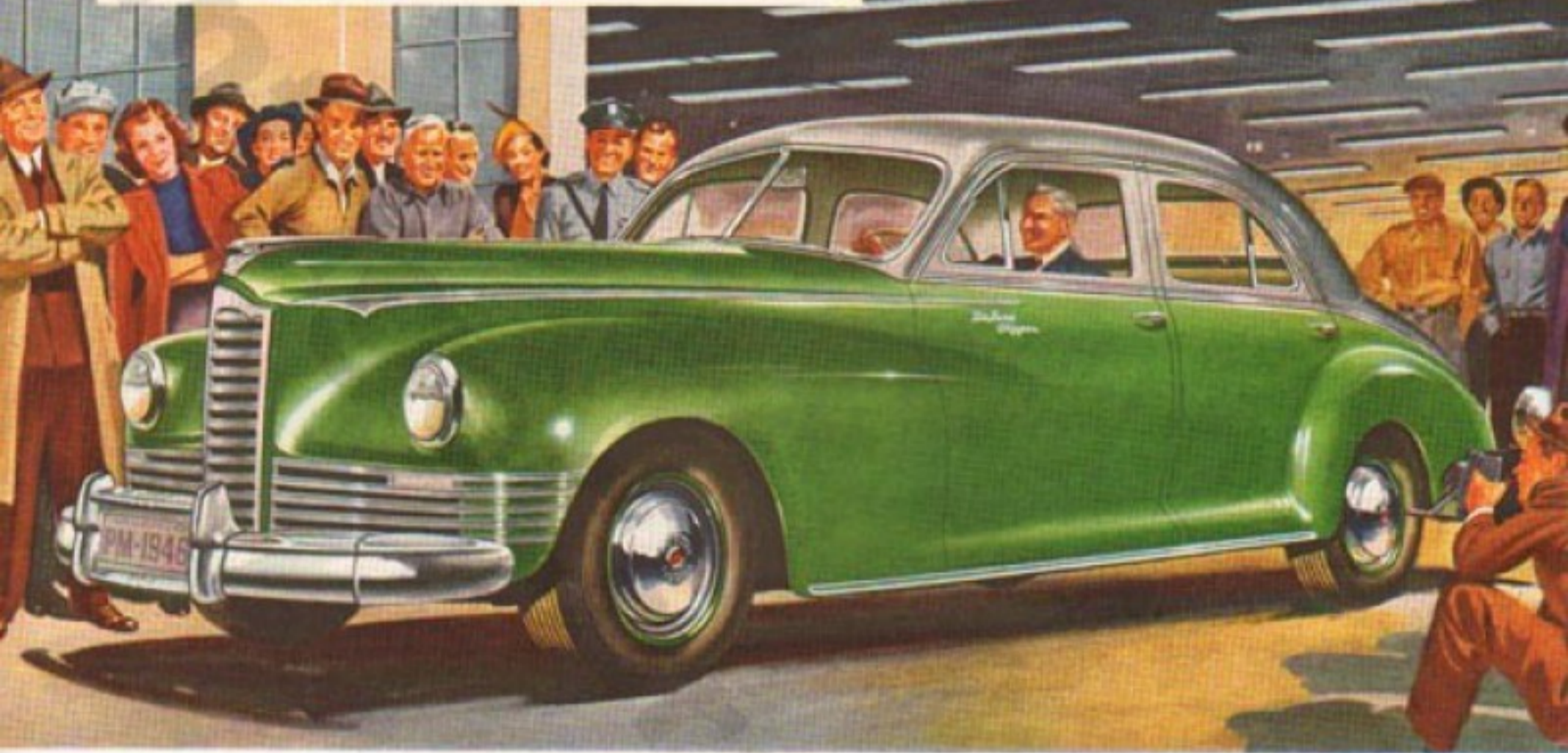


NEW PACKARD  
CLIPPER for 1946

a special preview  
for **PACKARD** owners



ADVERTISING PREVIEW: You will soon see this "headline news"—introducing the new 1946 Packard Clipper in America's leading magazines.



Now, for the first time in nearly 4 years

# AMERICA'S No. 1 GLAMOUR CAR

is rolling off the Packard assembly lines!

Until today, that title—"Glamour Car of America"—was proudly held by the last, prewar, Packard Clipper.

But now that title passes on to a still more glamorous car—the brand-new 1946 Packard Clipper!

These new cars, now rolling off our assembly lines, are the finest Packards ever built!

And they should be! For they have everything that made the last Clipper tops in de-

sign and performance. "Fadeaway" fenders! Functional streamlining with wider, roomy interiors! Plus new postwar beauty! Plus . . .

### new mechanical perfection!

Our wartime experience—building combat engines to measurements as fine as millionths of an inch—adds new luster to Packard precision craftsmanship. And new materials will mean better quality, longer life.

When you buy a 1946 Packard Clipper, it's more than ever . . .

### a "long haul" investment

In style, and engineering, the new Clipper is truly ahead of its time. We predict that when you see this dazzling new 1946 Packard, you won't be happy until you own one . . . and you'll always be glad you bought one!

★ ASK THE MAN WHO OWNS ONE ★

See  
**PACKARD**  
FOR 1946

IT'S A PACKARD THROUGH AND THROUGH! NO SLOPING ANYWHERE ALONG THE LINE!

THAT CLIPPER STREAMLINE STYLING IS STILL WAY OUT AHEAD OF THE REST!

IT'S THE ONLY CAR WITH REAL FADEAWAY FENDERS! NO WONDER OTHERS TRIED TO COPY THEM!

AND THIS NEW 1946 MODEL IS EVEN MORE BEAUTIFUL THAN THE PREMIER CLIPPER!



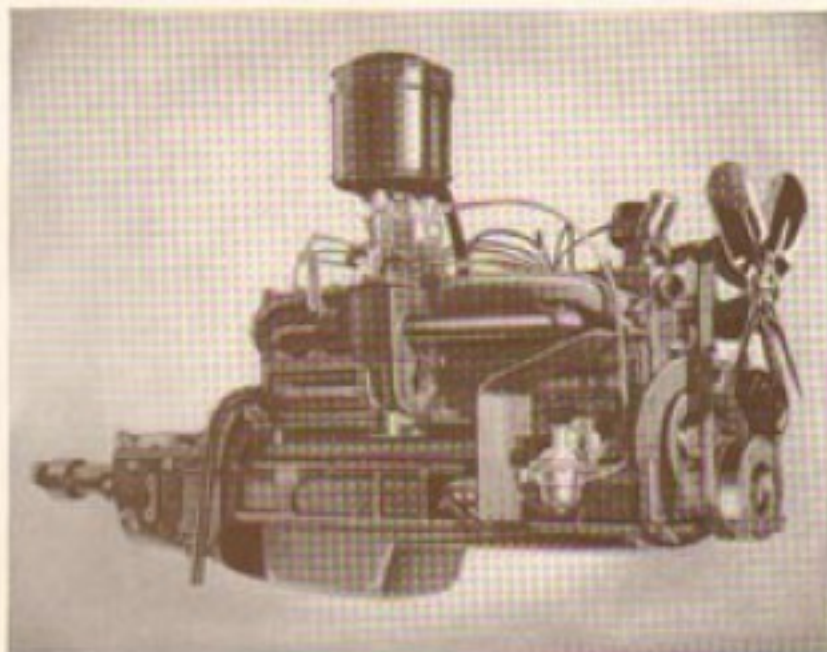
## HERE'S THE HEART OF THE NEW PACKARD CLIPPER FOR 1946!

**F**OR close to half a century, the name Packard has stood for two things: superbly fine motor cars, and superlative engines.

Surely no engine ever built can boast a prouder heritage than the engine that powers the new 1946 Packard Clipper.

Built by the same skilled craftsmen who devoted their war years to turning out precision Packard PT marine engines and Rolls-Royce aircraft engines, this magnificent new power plant will do everything you'll ever ask of it—and more!

● **SISTERS UNDER THE SKIN:** *the great Packard B Clipper engine for 1946 comes from the wartime home of the famous Packard PT Boat engine, and the Packard-built Rolls-Royce engine.*



## NEW POSTWAR BEAUTY — EVEN MORE BRILLIANT PERFORMANCE!

**A**LL through the war, Packard kept promising you that when peace returned, we would build a car even finer than the famed prewar Clipper.

That was a big promise, for the last Clipper was generally conceded to be the best-looking car on the road—and its performance was acclaimed as equalling its beauty.

But now, as evidence that we've made good on our promise, we offer you this preview of the brand-new 1946 Packard Clipper. We think you'll agree that the world's master motor car craftsmen have reached dazzling new heights to give you this stunning 1946 version of . . . "America's No. 1 Glamour Car!"

Its distinctive styling makes it the most imitated car of the year.

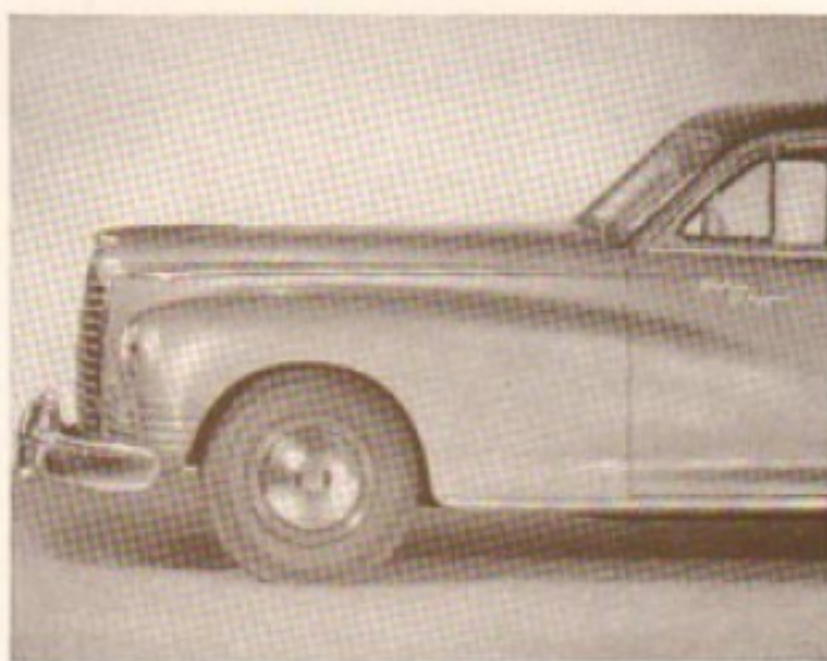
Its engineering and precision workmanship are another great achievement by the men who gave wartime America the history-making Packard PT Boat engine, and the Packard-built Rolls-Royce aircraft engine.

In short, it's by far the finest of a long line of distinguished motor cars—finer in 68 ways.

See this new Packard Clipper. Drive it! That's the only way to discover how much you can and should expect in your next new motor car!



▲ **Brand-new for '46**—but one glance tells you it's a Packard through and through! The glistening new grille work, protected by massive sideguard bumpers, retains the famous traditional Packard lines.

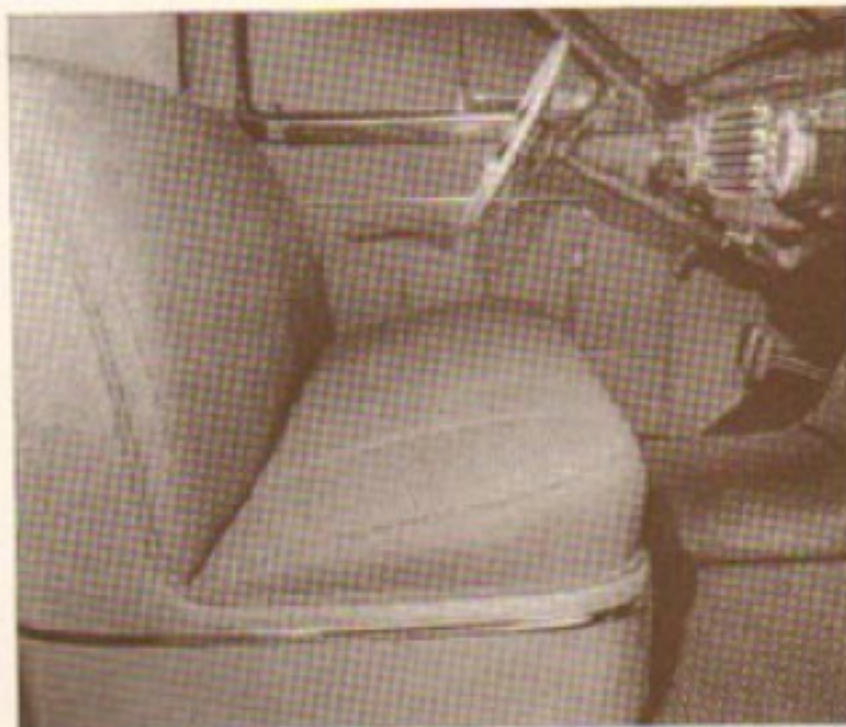


▲ **Packard pioneered** the "fade-away" fender, to provide extra inches of width inside. Again, in 1946, Packard alone has the true "fade-away" fender . . . not "tacked on," but smoothly blended into the body.

## LUXURIOUS NEW INTERIORS IN THE PACKARD TRADITION



▲ The eye-pleasing lines of Clipper styling are distinctively enhanced by your choice of two superb, long-wearing wool broadcloths in blending colors. Note, too, the great width and real headroom.



▲ Beauty and convenience combine in the Clipper. All controls are at your fingertips. Instruments are grouped for perfect visibility on the smart new panel. Concealed running boards help you in and out.

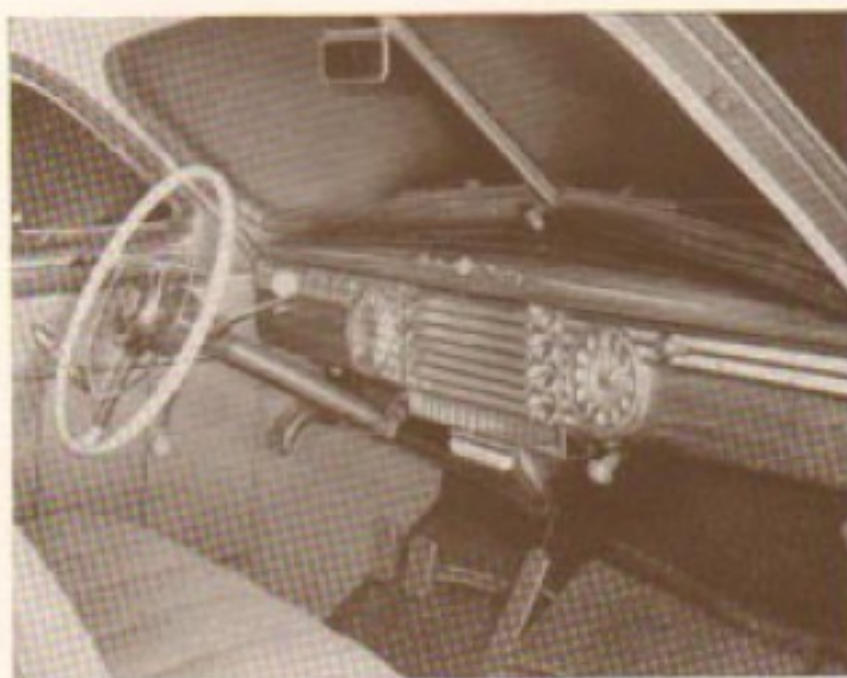
## NEW FEATURES THAT PAY OFF IN COMFORT AND ECONOMY

IN the brilliant new 1946 Packard Clipper, you'll find 68 brand-new improvements added to the scores of exciting features which made the prewar Clipper unique among all fine cars.

Some of these features will add to your enjoyment of Packard ownership primarily because they delight the eye, or contribute so greatly to riding comfort.

Still others are mechanical improvements, or new materials, born of Packard's wartime experience in building precision combat engines.

As a result, expect (*because you'll get!*) thrilling new performance . . . low maintenance and upkeep costs . . . year-after-year Packard dependability . . . and even greater economy than ever before!



▲ "Finger-tip" ease of handling is no mere catch phrase in the new Packard Clipper. Its newly-engineered steering mechanism provides new lightness of control, cuts out wind-wander and road shocks.

You're probably asking:

**"How soon can I buy a new Packard?"**

Packard is doing everything possible to expedite production—to help meet the staggering demand for new cars.

Not everybody will be able to buy one of the first cars built. Even after Packard production attains its postwar goal of double our best peacetime year, there may not be enough cars to go 'round.

Meanwhile, until you can buy a new car, you'll be wise to take good care of your present car. Your Packard dealer knows ways to make it last longer, look newer, and perform with more spirit and safety. He knows how to protect your present investment and make it worth more at the time you trade it in for a new Packard Clipper. You can count on him for the best in service.

**Just wait 'til you see it! / / The new  
PACKARD CLIPPER FOR 1946**

# SPECIFICATIONS for PACKARD DE LUXE CLIPPER

**ENGINE**—L-head, eight cylinders in line. Specially treated aluminum alloy, steel strut pistons with coil-spring-expanded oil control rings. Bore and stroke  $3\frac{1}{4}$  inches x  $4\frac{1}{4}$  inches. Compression ratio 6.85 to 1. Brake horsepower, 125 at 3600 r.p.m. Crankshaft weight 95 pounds. 5 main bearings. Removable precision type main and connecting rod bearings. Neutro-poised, three point rubber engine mountings.

**ENGINE LUBRICATION**—Full pressure lubrication to all main, connecting rod, camshaft and piston pin bearings, also to valve tappets. Floating oil screen.

**FUEL SYSTEM**—Duplex downdraft—two carburetors in one. Automatic choke, automatic heat control. Air intake silencer and air cleaner. Idling control. Mechanical pump with filter. 17 gallon gasoline tank. Gas tank filling signal.

**COOLING SYSTEM**—Thermostatic temperature control. Sealed cooling system—pressure sealed filler cap. Tubular radiator core. 4 blade 18 inch fan; water pump permanently sealed and greased. Cylinders completely surrounded by water. Cooling system capacity  $4\frac{1}{4}$  gallons.

**CLUTCH**—Semi-centrifugal. Single dry plate type. 10 inch diameter. Ball throw-out bearing, permanently lubricated.

**TRANSMISSION**—Synchronized, carburized, helically cut gears; 9 ball and roller bearings.

**OVERDRIVE**—Packard Econo-Drive available at moderate extra cost. Electrically operated. Reduces engine speed 27.8% without changing car speed.

**FRAME**—X-member type frame, box section side rails.

**FRONT-SUSPENSION**—Packard independent front-wheel suspension. Double-acting shock absorbers. Roll control bar.

**REAR SUSPENSION**—Semi-elliptic springs— $5\frac{1}{4}$  x 2 inches. Rubber and composition inserts between the ends of the leaves. Rubber bearing spring brackets and shackles. Direct acting, airplane type shock absorbers. Fifth shock absorber.

**ELECTRICAL SYSTEM**—Large capacity, air-cooled generator with automatic control. 15 plate battery, 100 hour capacity. Sealed beam headlights.

**DRIVE**—Hotchkiss, through two roller bearing universal joints and 3-inch propeller shaft to hypoid rear axle.

**BRAKES**—Packard Servo-Hydraulic, self-energizing type service brakes. Mechanical handbrake operating rear wheel brake shoes. Centrifuse brake drums.

**STEERING SYSTEM**—Worm and three tooth roller type gear, mounted on double row needle bearings and two tapered roller bearings. 21 foot turning radius.

**CHASSIS BEARINGS**—Long life assured by 44 ball and roller bearings.

**WHEELS AND TIRES**—Disc wheels with individual chain slots. Tires 6.50 x 15; 4 ply cord.

**WHEELBASE**—120 inches.

**OVERALL LENGTH**—208 $\frac{1}{2}$  inches.

**BODIES**—All steel body. Special comprehensive insulation against heat, cold and sound. Safety glass throughout. Two handsome upholstery selections. Front arm rests and folding center arm rest in rear seat back. Large trunk 17.2 cubic feet. 9 color—and—combination paint schemes.

**INSTRUMENTS AND CONTROLS**—Modern instrument panel with oriental wood graining, plastic and chrome trimmed. Indirect lighting and rheostat control switch. Oil gauge, ammeter, gasoline gauge and engine temperature gauge. Provision for mounting radio speaker and push button controls. Speedometer with trip odometer.

**STANDARD EQUIPMENT**—Bumper jack and tool equipment. Twin horns. Two sun visors. Double, two-speed electric windshield wipers. Rear view mirror. Automatic courtesy lights in front compartment; reading light in rear compartment. Front compartment map light. Electric clock and automatic cigar lighter in instrument panel; automatic cigar lighter for rear compartment in back of front seat. Turn indicator. Two combination stop and tail lights. New Side-guard bumper and bumper guards front and rear.

**IMPORTANT**—As materials become available manufacture of the Packard Clipper "B" will begin. Specifications of this model will be similar to those of the Packard De Luxe Clipper with the following deletions: Under "Bodies"—Two handsome upholstery selections; Folding center arm rest in rear seat back. Under "Standard Equipment"—Automatic courtesy lights in front compartment; Electric clock and automatic cigar lighter in instrument panel; Automatic cigar lighter for rear compartment in back of front seat; Turn indicator.

ASK THE MAN WHO OWNS ONE

PACKARD MOTOR CAR COMPANY • DETROIT 32, MICHIGAN

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

Printed in U. S. A.