

*... and now a*  
**STATION WAGON**

*with*

**PACKARD**

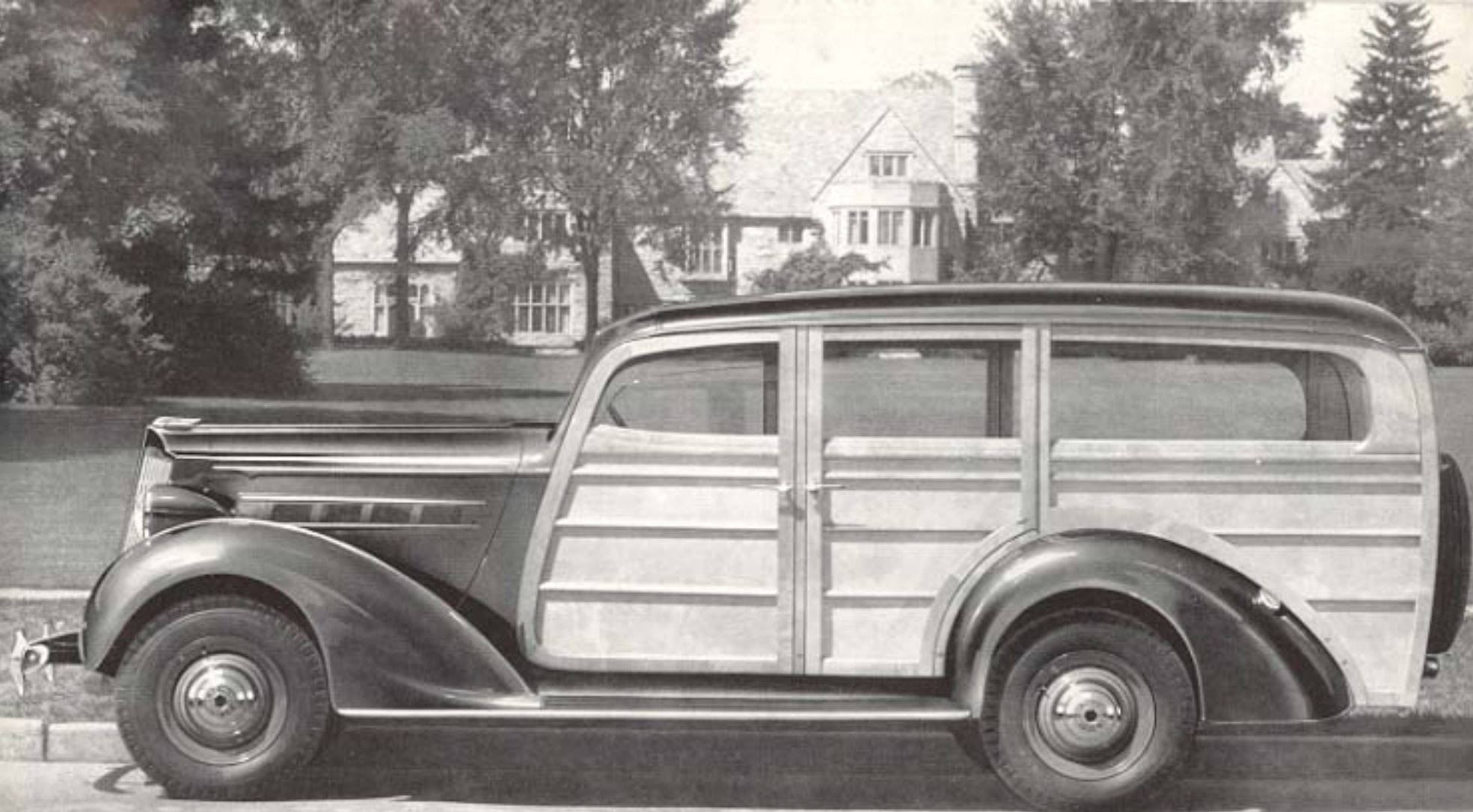
*style and quality*



**The PACKARD 120  
STATION WAGON**

*120 h.p. engine—120-inch wheelbase. Greater chassis length permits side-mounted spare wheels, if this extra equipment is desired.*

**P**RESENTING the Packard Station Wagon—a new departure in utility transportation, a prestige vehicle unusual in styling, contouring and other features of distinctive appearance. And matching these attributes of long style life is the long mechanical life traditional with Packard. It is embodied in your choice of station wagon on the popular Packard Six chassis—or with the greater power and longer wheelbase of the famed Packard 120. Either offers



you the supreme satisfaction of Packard ownership in a new field—in a vehicle ideal for suburban use as a pick-up, beach car, hunting or camping wagon, land tender for cruiser or yacht. Well fitted, too, for the light hauling requisites of estate life, country club or private school; for shopping, touring in comfort with room for all the luggage you please, or for packing in the whole merry party and attending social functions in fashionable new style.

**The PACKARD SIX  
STATION WAGON**

*100 h.p. engine—115-inch wheelbase.  
A fitting complement to any Packard  
model the garage may house at present.*

**I**N STYLE and structure the Packard Station Wagon is outstanding among utility vehicles. Instead of a box-like appearance, there is a graceful shaping and contouring in keeping with the typical beauty of Packard body design. Instead of the usual wood construction, there is a blending of steel, hard maple and birch treated with a special preservative

ASK THE MAN

WHO OWNS ONE

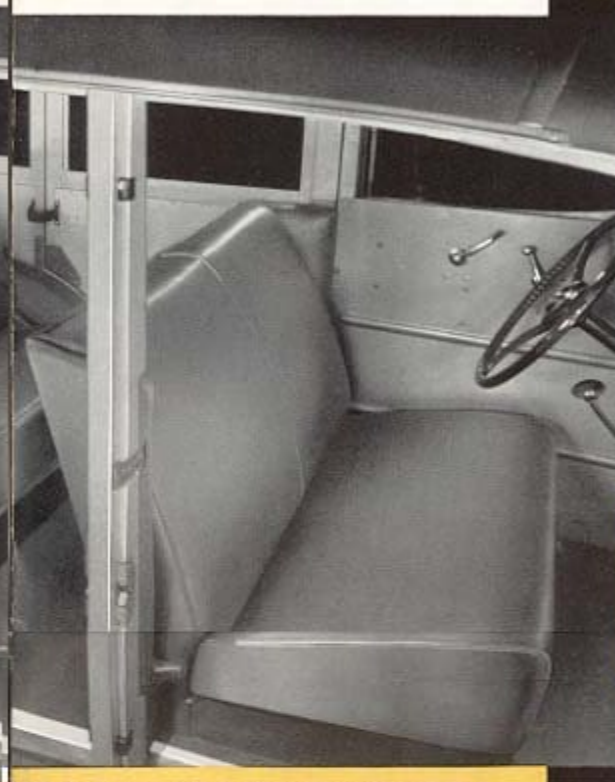
resistant to dry rot, fungus growth and insect attack. In driving ease and riding comfort the Packard Station Wagon challenges all others, due to its Packard-built engine, Harmonized steering, Safe-T-fleX independent wheel suspension, and body design whose roomy layout adds deluxe qualities to a utility form of practical transportation.



The maximum seating arrangement provides room for eight passengers on three spring-cushioned seats. Even with all occupants in place, there is ample room for luggage—and more, with the spring-counterbalanced tailgate down as shown in this illustration. It carries trunks with equal ease.



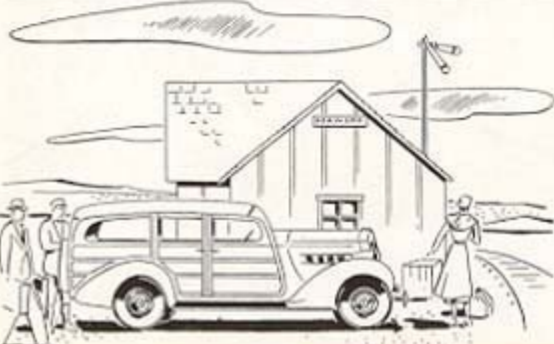
Doors are wide—unusually so. Their ample width makes it easy for passengers to enter and leave the two-passenger seat, thus making a broad ai



width facilitates side loading when desired, and the rear compartment. A clever side placing of the two-passenger seat, thus making a broad ai

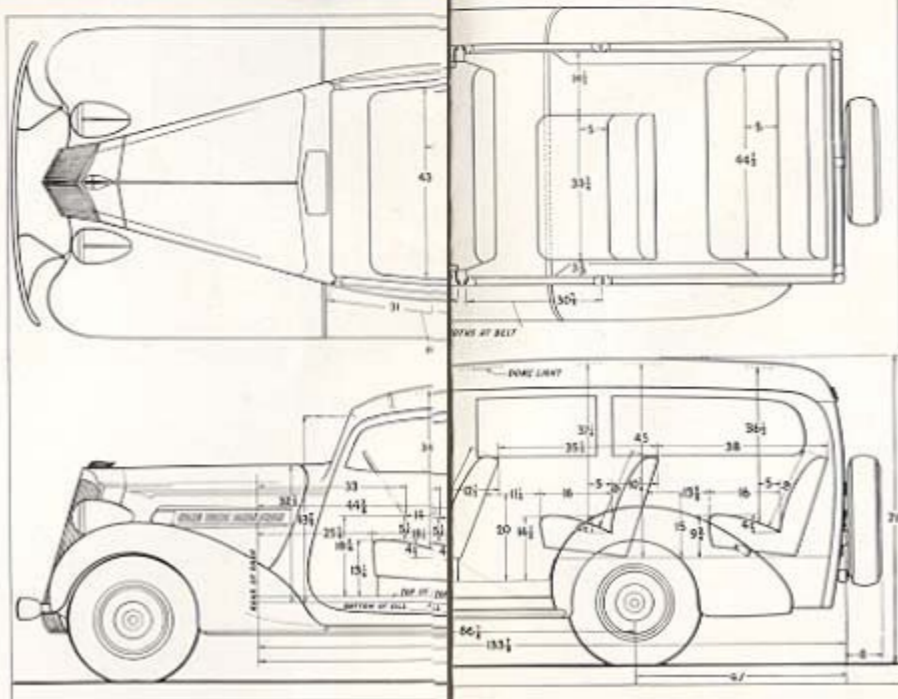


The 2-passenger seat is easily removed and the 3-passenger seat simply moved forward to leave additional baggage room at the rear. There are 12 pieces of luggage illustrated in place here and space for more, even with the tailgate snapped shut. No seat or floor bolts project, to mar or scratch.

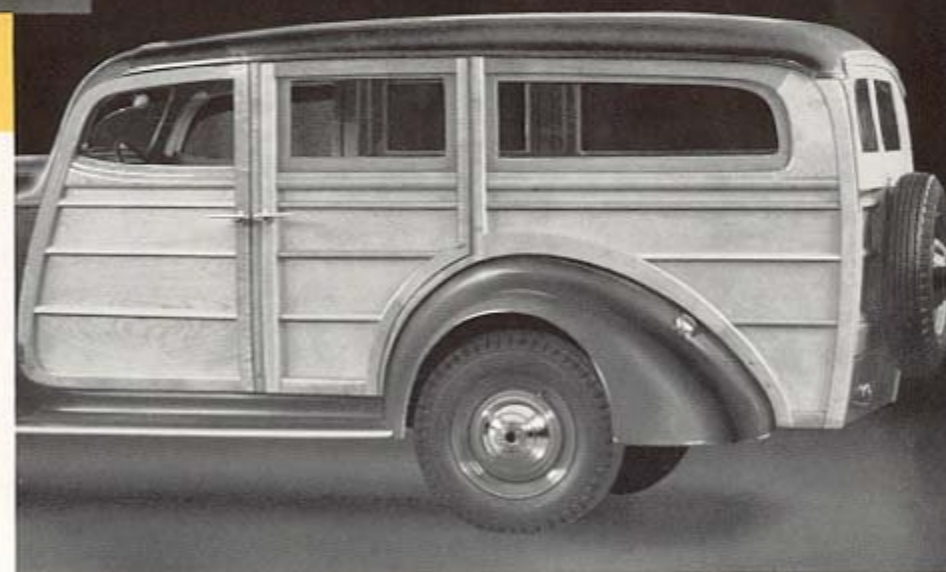


No need to get out in the wind and weather to snap on side curtains. Rear doors and rear windows are fitted with neatly built-in curtains that slide up at a touch, and pull down into position as easily. Sturdy frames insure a tight, rattle-proof fit.

[This picture shows in phantom the rear curtain sliding up.]



Here at a glance is the whole story of the roomy transportation capacity and comfort. These drawings reveal transportation capacity and comfort.



From the streamlined slope of the front pillar post to the contoured rear quarter and tailgate there is a grace of line that reflects Packard beauty. Body panels have a rubbed-varnish finish in pleasing contrast to the polished sheen of chassis paint.

[This picture shows the trim appearance with curtains down.]



# BRIEF SPECIFICATIONS—PACKARD STATION WAGON

## THE PACKARD 120

**MOTOR**—Cylinders and upper crankcase integral. L-type head. Rubber mounted. Aluminum pistons. Cylinder head—detachable aluminum. Bore and stroke  $3\frac{1}{4}'' \times 4\frac{1}{4}''$ . Piston displacement—282 cu. in. Actual brake horsepower—120 at 3800 r.p.m.

**MOTOR LUBRICATION**—Full pressure feed to all bearings and metered oil spray to cylinder walls and chain. Ventilated crankcase.

**CARBURETION**—Dual downdraft, automatic choke, oil bath, air cleaner and silencer.

**CLUTCH**—Semi-centrifugal type. 10" single plate. Spring cushion drive. Friction damper.

**TRANSMISSION**—Silent synchronized. Three quiet forward speeds and reverse. Helical gear teeth.

**COOLING SYSTEM**—Cellular radiator core. Centrifugal pump. Thermostatic temperature control, 16" fan. Heat indicator on instrument board. Capacity—5 gal.

**FUEL SYSTEM**—Mechanical pump (incorporating filter). Gas capacity gauge on instrument board. Tank capacity—20 gal. at rear.

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

**SHOCK ABSORBERS**—Hydraulic double acting.

**CHASSIS LUBRICATION**—Pressure gun.

**FRONT SUSPENSION**—Packard Safe-T-flex independent suspension. Helical coiled springs.

**REAR SUSPENSION**—Semi-elliptical, 54" x  $1\frac{3}{4}''$ . Metal spring covers.

**REAR AXLE**—Packard Angleset, Hypoid gears, ratio 4.09—1.

**WHEELS**—Disc wheels, drop center rims.

**SPARE WHEEL**—Mounted in right front fender.

**TIRES**—7:00 x 16 low pressure, 4-ply cord.

**WHEELBASE**—120".

**TURNING RADIUS**—19' 6".

**ELECTRICAL SYSTEM**—Generator voltage regulator—vibrator type mounted on dash. Foot control light switch. Starting switch with remote control. 10 mm. spark plugs.

**DISTRIBUTOR**—Auto-lite—with vacuum control.

## THE PACKARD SIX

**MOTOR**—Cylinders and upper crankcase integral. L-type head. Rubber mounted. Aluminum pistons. Cylinder head—detachable cast iron. Bore and stroke— $3\frac{5}{8}'' \times 4\frac{1}{4}''$ . Piston displacement—237 cu. in. Actual brake horsepower—100 at 3600 r.p.m.

**MOTOR LUBRICATION**—Full pressure feed to all bearings and metered oil spray to cylinder walls and chain. Ventilated crankcase.

**CARBURETION**—Single barrel downdraft, automatic choke unit construction, oil bath cleaner and silencer.

**CLUTCH**—Semi-centrifugal type.  $9\frac{1}{2}''$  single plate. Spring cushion drive. Friction damper.

**TRANSMISSION**—Silent synchronized. Three

quiet forward speeds and reverse. Helical gear teeth.

**COOLING SYSTEM**—Cellular radiator core. Centrifugal pump. Thermostatic temperature control, 16" fan. Heat indicator on instrument board. Capacity—4 $\frac{1}{4}$  gal.

**FUEL SYSTEM**—Mechanical pump (incorporating filter). Gas capacity gauge on instrument board. Tank capacity—17 gal. at rear.

**BRAKES**—Servo Sealed hydraulic. Internal expanding. 11-inch centrifuse drums.

**SHOCK ABSORBERS**—Hydraulic double acting.

**CHASSIS LUBRICATION**—Pressure gun.

**FRONT SUSPENSION**—Packard Safe-T-flex independent suspension. Helical coiled springs.

**REAR SUSPENSION**—Semi-elliptical, 54" x  $1\frac{3}{4}''$ . Metal spring covers.

**REAR AXLE**—Packard Angleset, Hypoid gears, ratio 4.36—1.

**WHEELS**—Disc wheels, drop center rims.

**SPARE WHEEL**—Mounted on tailgate.

**TIRES**—6:50 x 16 low pressure. 4-ply cord.

**WHEELBASE**—115".

**TURNING RADIUS**—19' 2".

**ELECTRICAL SYSTEM**—Generator voltage regulator—vibrator type mounted on dash. Foot control light switch. Starting switch with remote control. 10 mm. spark plugs.

**DISTRIBUTOR**—Delco—with vacuum control.

**STANDARD EQUIPMENT**—Oil bath cleaner . . . Roll control bar . . . Jack pads . . . Jack and tool equipment . . . Interior sun visor . . . Two automatic windshield cleaners . . . Safety glass in windshield and front doors . . . Sliding curtains in rear doors and quarter windows . . . Back curtain carried in pocket in back of front seat when not in use . . . Rear and intermediate seats removable and interchangeable . . . Leatherette on seats and

seat backs . . . Rear view mirror . . . Ash-tray front compartment . . . Generator voltage regulator . . . 32-candlepower headlights with four lighting positions . . . Combination tail and stop light . . . Dome and front compartment lights . . . Horn . . . Speedometer . . . Gasoline gauge . . . Oil pressure gauge . . . Motor thermometer . . . Ammeter . . . Locked package compartment in instrument panel . . . Spare wheel lock . . . Cowl ventilator with screen.

*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