



The NEW
PACKARD
with fabulous
Torsion-Level Ride

Packard's *New* Torsion-Level Ride*

*A new system of unitized
Torsion Bar Suspension
that levels the load
and smooths the road!*

**Exclusively available on Packard
and Packard Clipper Custom Models.*

PERFECTED! Ever since the gasoline buggy first coughed its way into the American scene, the aim of Automotive Engineers has been to improve the quality of the ride. Pneumatic tires, shock absorbers and independent front suspensions were improvements, but they were compromises! Now for the first time, the true answer to automotive ride perfection is found exclusively in Packard's Torsion-Level Ride.

PROVED! Torsion bar suspensions have been proved in the rigors of road racing where failure means defeat, and in tank warfare where failure means disaster. Torsion bar suspension has been improved and perfected by Packard through a unitized system of full-length bars—this is Torsion-Level Ride. The added length gives extra flexibility for passenger car adaptation of this torsion bar suspension.



*Makes any Road
a Boulevard!*

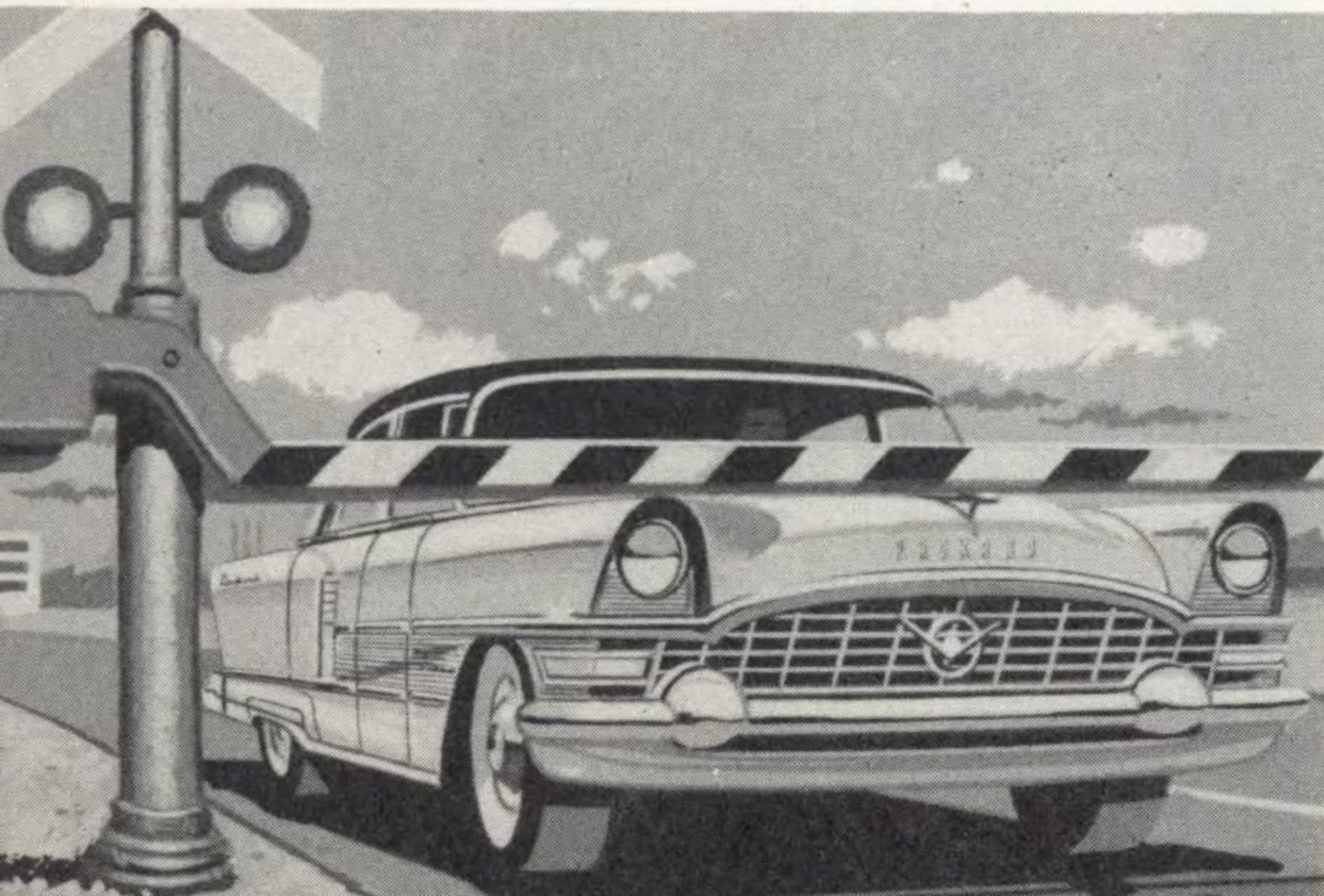
Parkway or byway, city street or country lane, they're all the same to Packard's Torsion-Level Suspension. This fabulous ride irons out the roughest roads to silky smoothness. Forget the chuck holes, bumps, dips and humps for they're literally swallowed up by the firm but gentle action of the marvelous Packard Torsion-Level Suspension.

Packards look their best, ride their best for they're always on an even keel. With driver alone, or loaded with six passengers and luggage, the Levelizer adjusts the car to ride level.



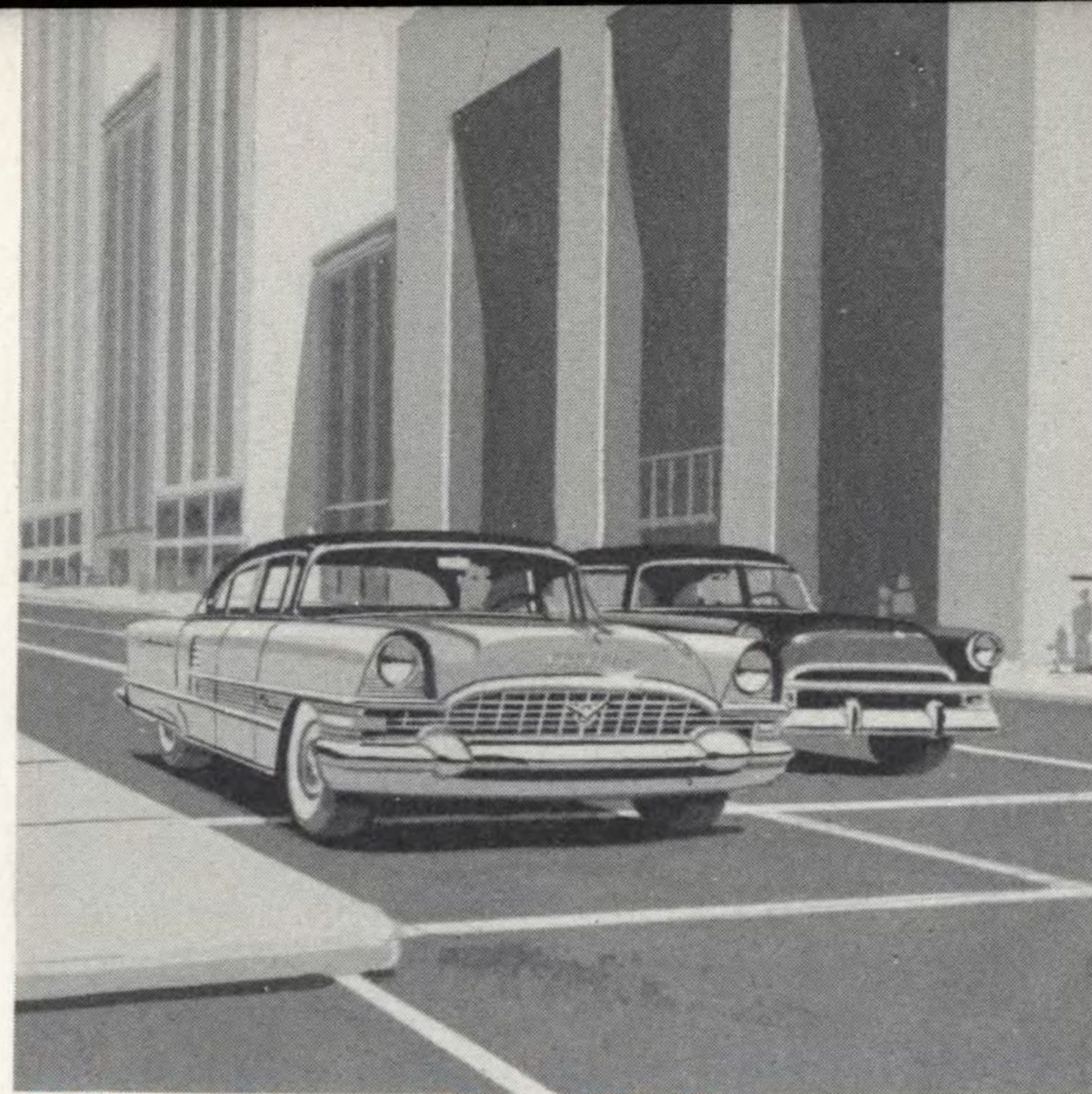
Stability at all Speeds!

The incomparable Packard stability is further improved with Torsion-Level Suspension. Steering geometry remains constant, fishtailing or wandering all but disappear to help insure perfect control of the car at all speeds.



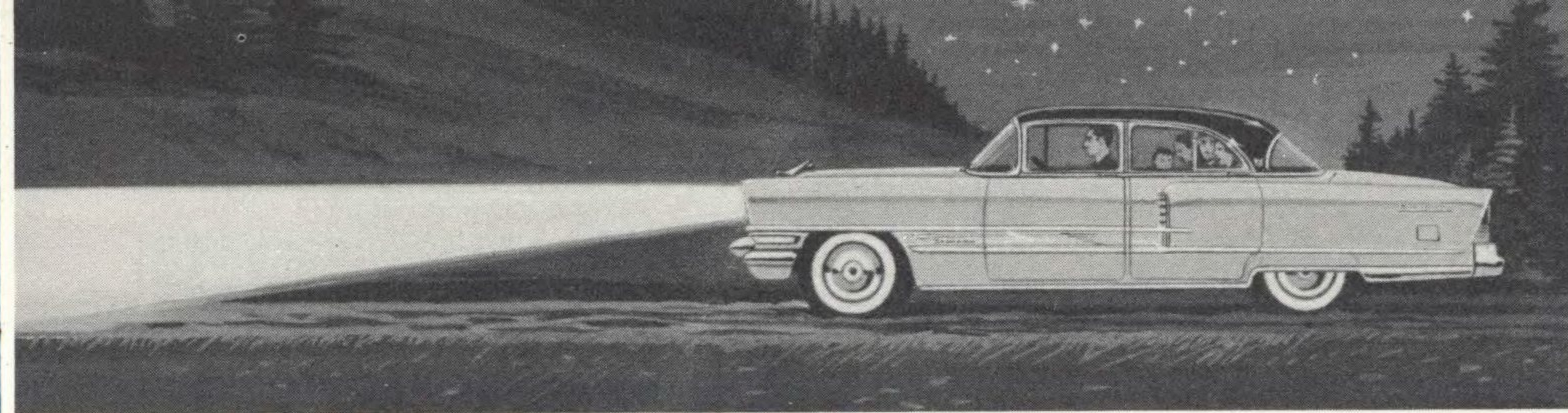
Braking is Heads-Up!

Step on the king-size brakes and the stop is fit for a king. Even with sudden stops there's little or no rear-end pitch; Torsion-Level Suspension gives level, smooth, sure, safe braking at all speeds.



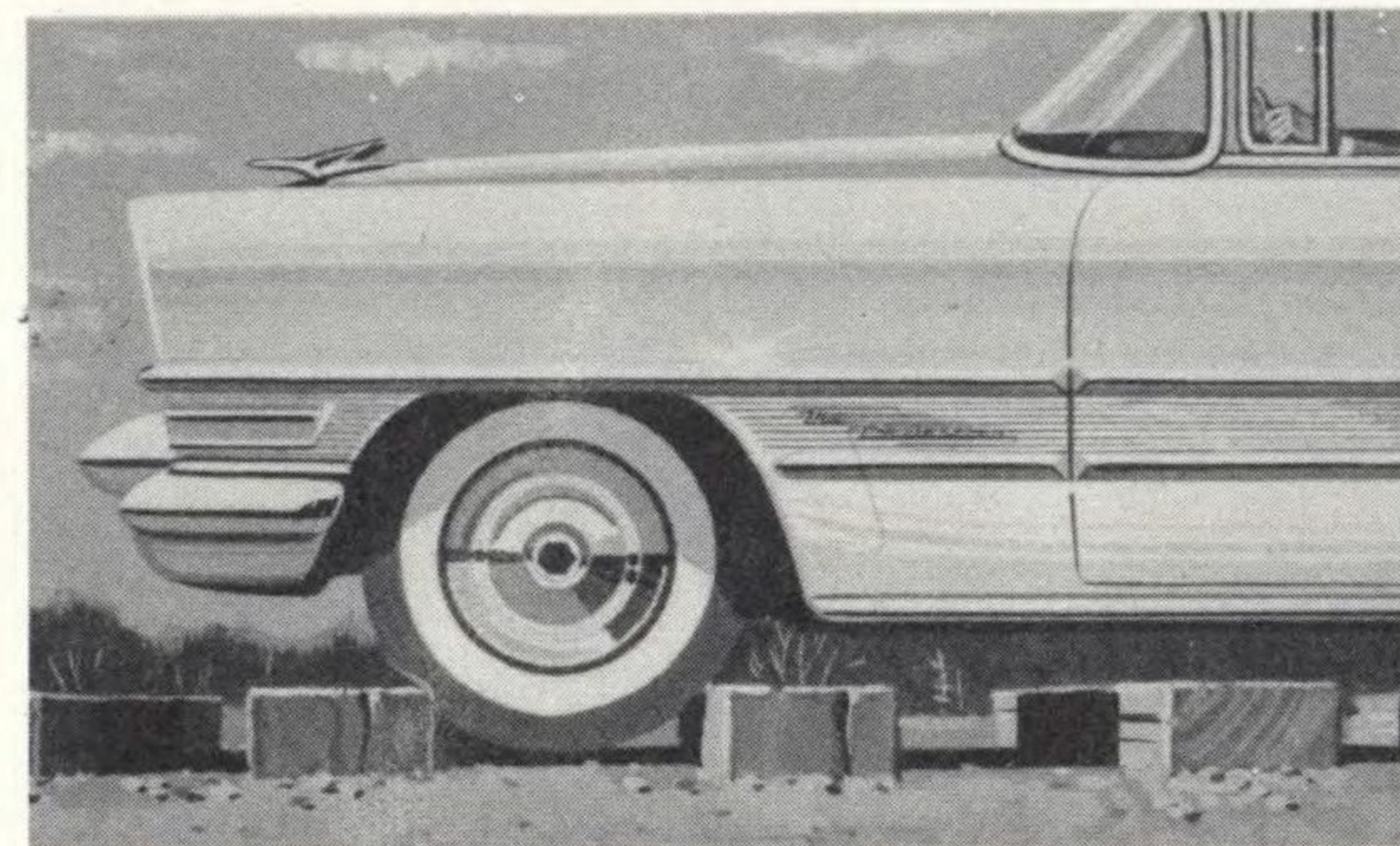
Takes off on an Even Keel!

Give it the gun, and the new Packard really takes off, but there's no rear-end squat of the car to snap the neck or jar the spine. The Packard drives forward on an even keel, the seat back just nestles closer to the passengers as the car takes off.



Headlight Beams Stay on the Road!

Good visibility is an important safety factor in night driving. Packard Torsion-Level Suspension keeps headlights steady and properly aimed for best visibility regardless of the load.

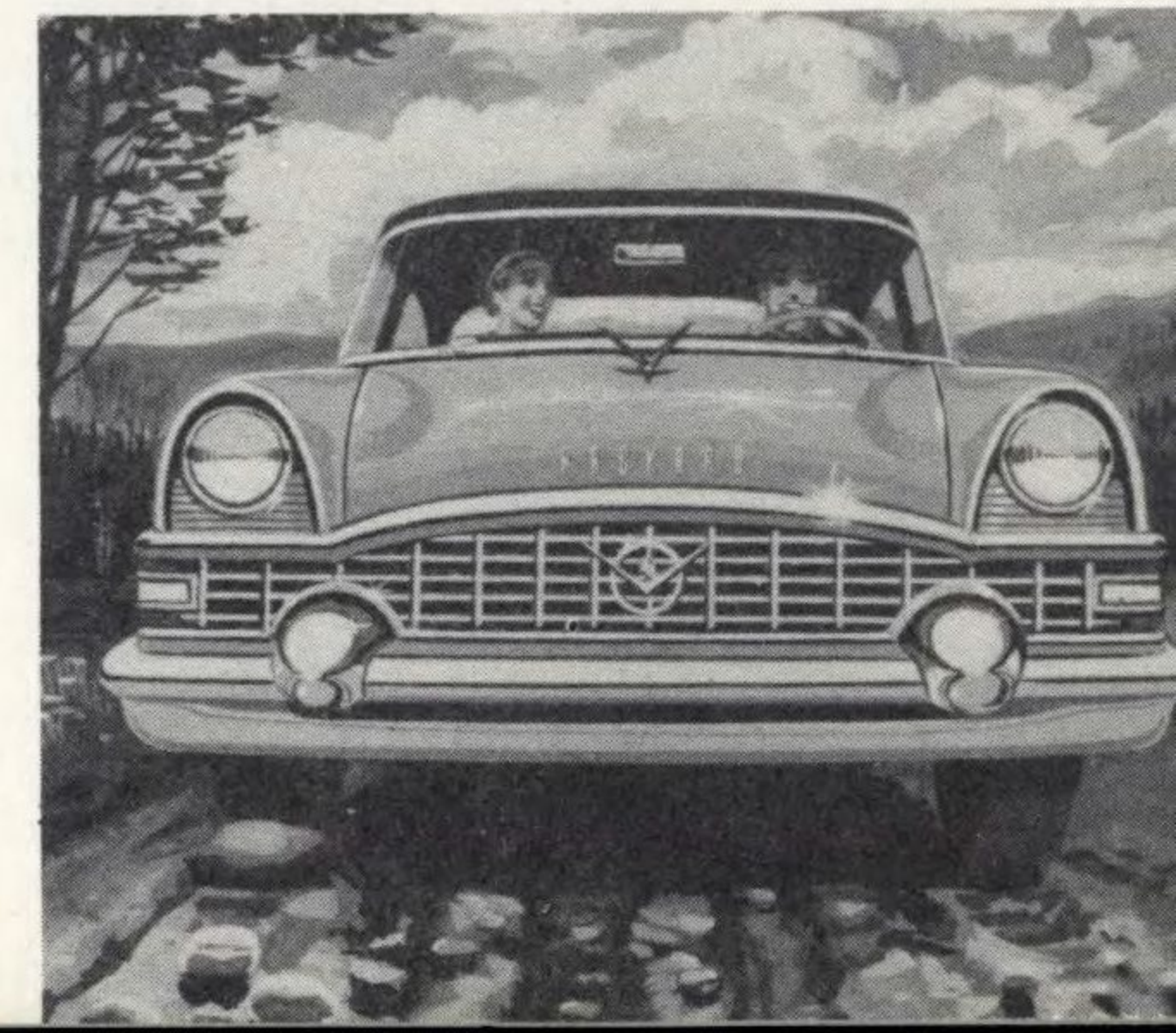


Frame Protected Against Distortion!

Full-length torsion bars join the front and rear wheels to level the frame so that the front and rear of the car rise and lower in unison. This greatly reduces twisting of the frame and body for extended silent, tight life of car.

Beats Riding on Air!

Packards retain their new-car quietness and tightness much, much longer. The wracking and jolting of highway faults are absorbed by the Torsion-Level Suspension; they never reach the fine body or sturdy chassis.





Takes Tightest Corners in Stride!

Front and rear wheels are interconnected to give equal load on both outside wheels, thus you get a new secure sensation of positive control on long, sweeping curves and short sharp corners. Torsion-Level Suspension gives you stability and safety.

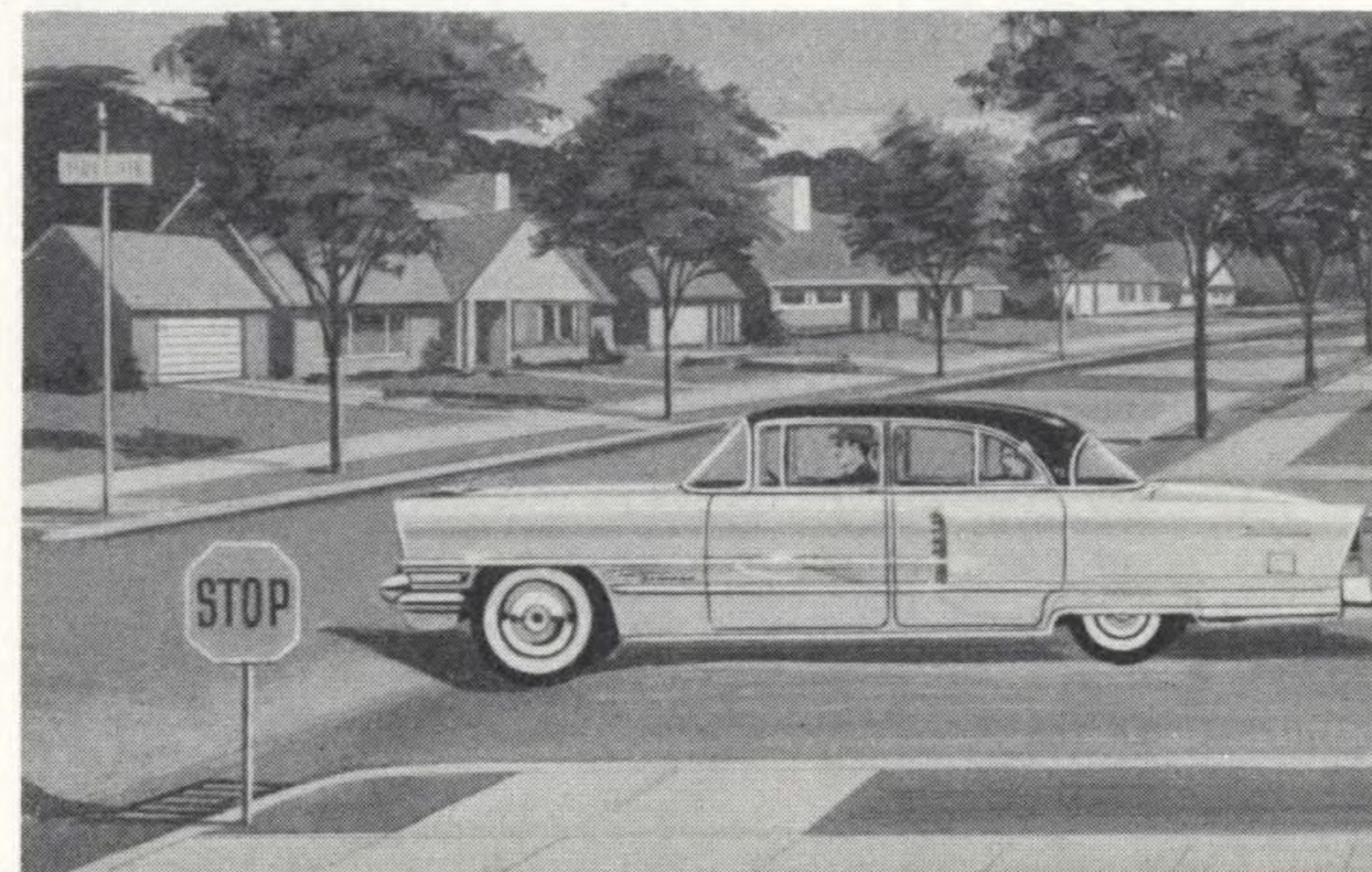
Always on an Even Keel!

Packard Torsion-Level Suspension provides a "level" ride, eliminating the hazardous, uncomfortable rear-end "pitch" which is ever present in all conventional suspension systems employing coil and leaf springs.



Rear End Skidding Reduced!

Because the Packard rides level regardless of load, it clings tenaciously to the road, especially when the torque arms bear down on the rear axle and "load" the tires for better traction on rapid acceleration.



UNDERNEATH AMERICA'S FINEST RIDE

... Packard's Revolutionary full-length Torsion Bar Suspension

COIL



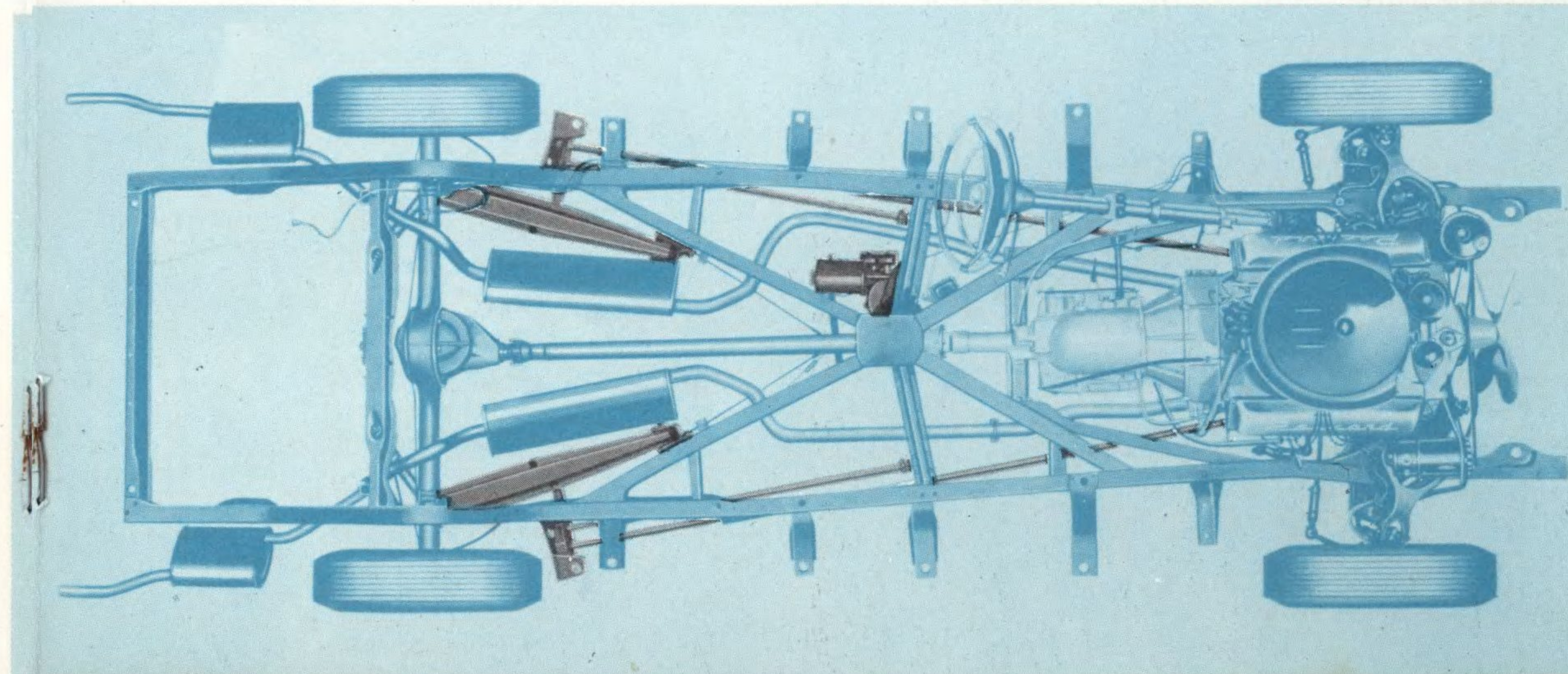
Coil and Leaf Springs are eliminated



LEAF

Over 26 feet of torsion bars contribute to the incomparable Packard Torsion-Level Ride. They link the front and rear wheels longitudinally to provide the famous flat ride. These torsion bars are made of quality-

controlled alloy steel, shot-peened and pre-stressed for extra strength and durability. Rubber-mounted, sturdy steel torque arms secure the rear axle and firmly control and cushion the driving thrust of the wheels.



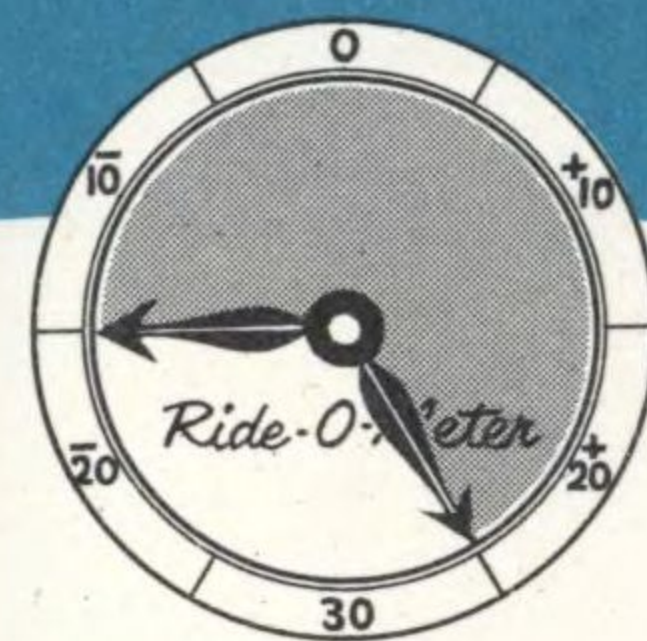
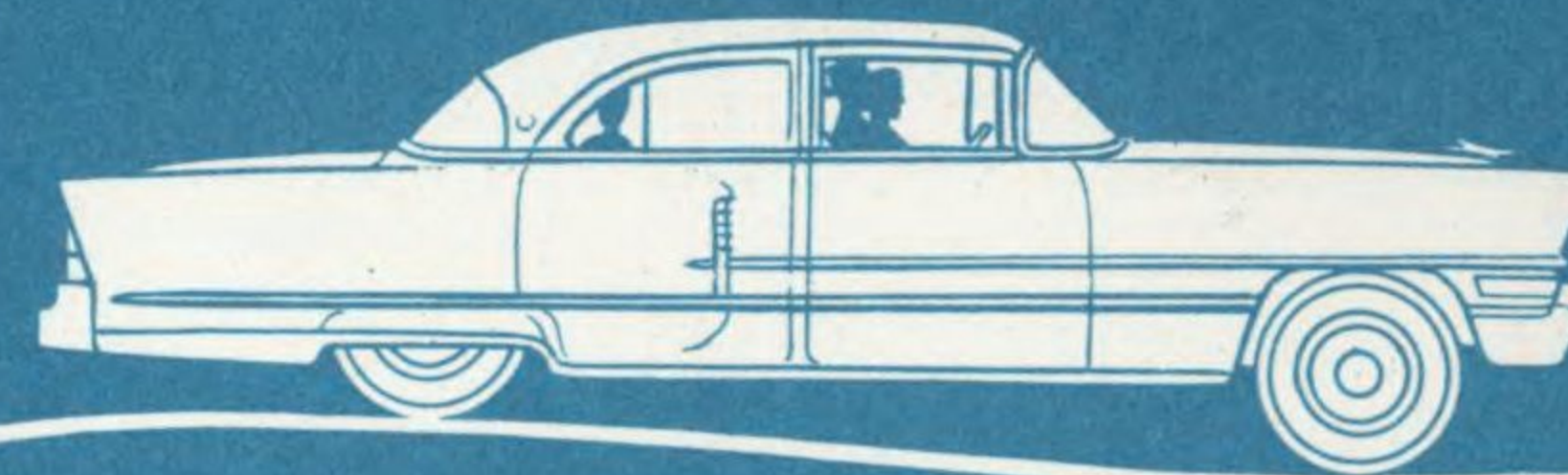
*The Packard Ride
Automatically Adjusts
to any Load!*

Design height of a motorcar is important to the engineer, but it's more important to the owner. It is the proper height at which the car rides its best and looks its best. Technically, design height is computed for a normal load of four passengers and a tankful of fuel (700 lbs.), and the springing is designed for that load. Less than that theoretical load and the average car rides high in the rear. With more weight, the rear end rides low. The Packard Torsion-Level Ride is the only suspension system that automatically adjusts to the load through the exclusive, patented Levelizer!

CONVENTIONAL SPRING SUSPENSION



TORSION-LEVEL SUSPENSION



With Conventional Springs the pitch is transferred to the car and passengers.



With Torsion-Level Suspension the objectionable pitch is eliminated by the full-length torsion bars.

You need never again brace for that bump or dip

Packard Torsion-Level Ride is so smooth, level, soft and comfortable that road faults lose their effect. To help you visualize the tremendous superiority of this relaxing ride, we have translated the pitching motion of a conventional car and a new Packard, traveling over the same rough road at identical speed, to the

dial of a "Ride-O-Meter." You will note that the dangerous, uncomfortable pitching has been eliminated in the new Packard to give a safe and comfortable "flat" ride. Passengers are perfectly pillowed by Torsion-Level Ride, for the pitch of bumps and dips never reach the chassis or body of the new Packard.

CONVENTIONAL SPRING SUSPENSION



TORSION-LEVEL SUSPENSION



Have You Tried the New
PACKARD RIDE?