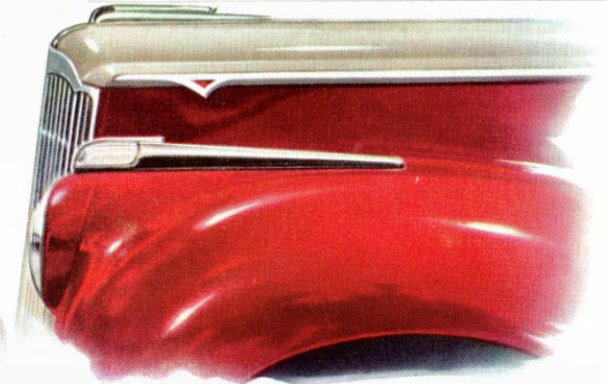




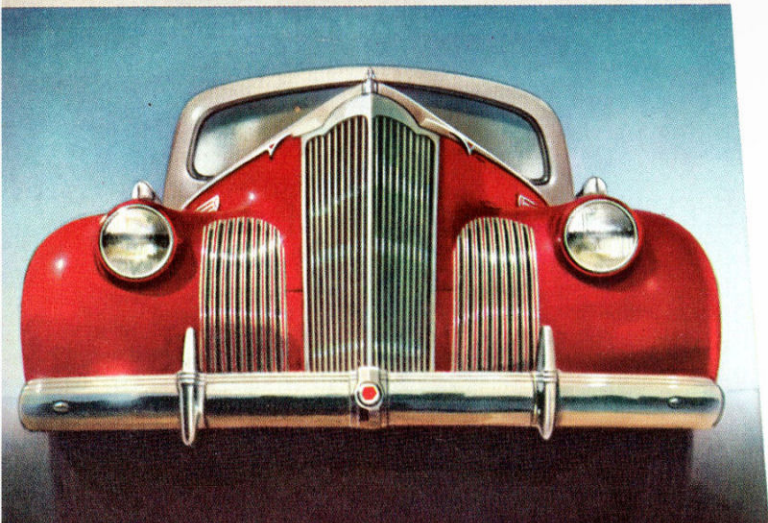
ONE-TEN

PACKARD
for 1941

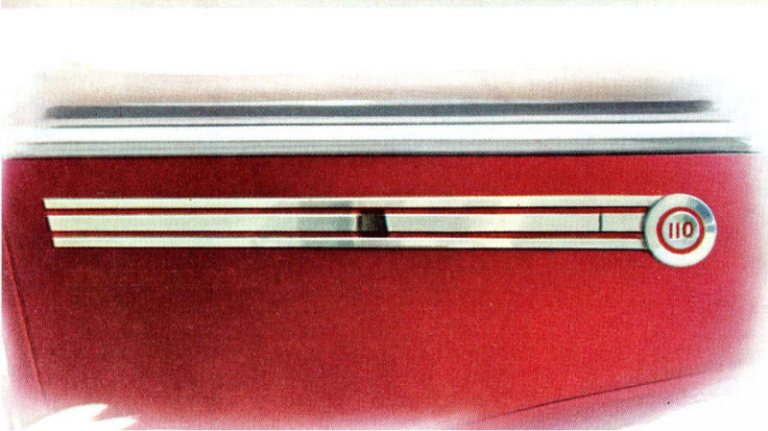
ONE-TWENTY



New styling for 1941! . . . a smart new ornament adorns the visibly longer, more gracefully rounded hood—sleek in every line. Absence of ventilating louvers on side of bonnet emphasizes simplicity of design.



The front lines of beauty! . . . distinctly new but still distinctively Packard! Headlamps faired into fenders and surmounted by streamlined parking lamps add to rakish, clean-cut appearance—enlivened by sparkling cooling grilles.



Brimming with Beauty — Bursting with News!

Meet the Class of '41 . . . smarter, sleeker, more luxurious . . . successor to a great success!

That's the enviable position of the 1941 Packard. For the car that preceded it proved to be one of the most popular in all Packard history. In a single year it increased Packard's fast-growing family of nearly half a million loyal owners by some 20%!

What, then, may be expected of this new 1941 Packard? The answer becomes obvious with your first inspection of this great car . . . as obvious as the qualities that make it the *Class of '41!*

For you will see at a glance that it is more beautiful than any previous Packard. New Multi-tone bodies, new customized interiors bring new honors to the motor car most famed for glamorous styling.

In it, you will quickly discover new contributions to your comfort, convenience and luxury that only the manufacturer of the finest of motor cars could create and develop. Genuine *Air Conditioning*, for example!

Driving this new Packard, you will find superb performance and superlative handling ease im-

PACKARD ONE-TEN . . . the Class of '41

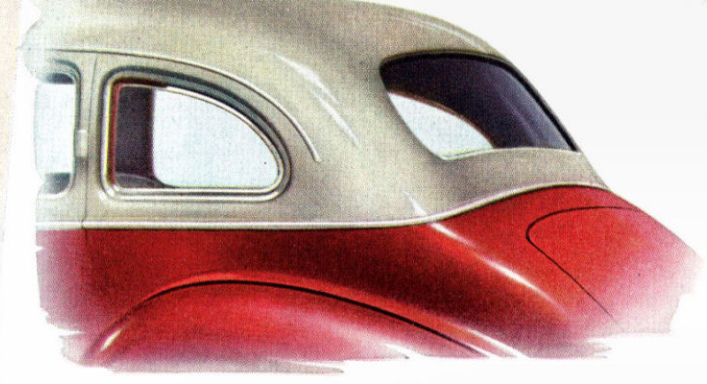
A neat and decorative chrome strip takes the place of the lower. The medallion serves as a model identification insignia. The center bar serves as the lock for holding the hood firmly in place.

proved to an unprecedented degree. Such features as *Electromatic Clutch* and *Aero-Drive* you may count upon to bring you a new interest in the sheer pleasure of motoring!

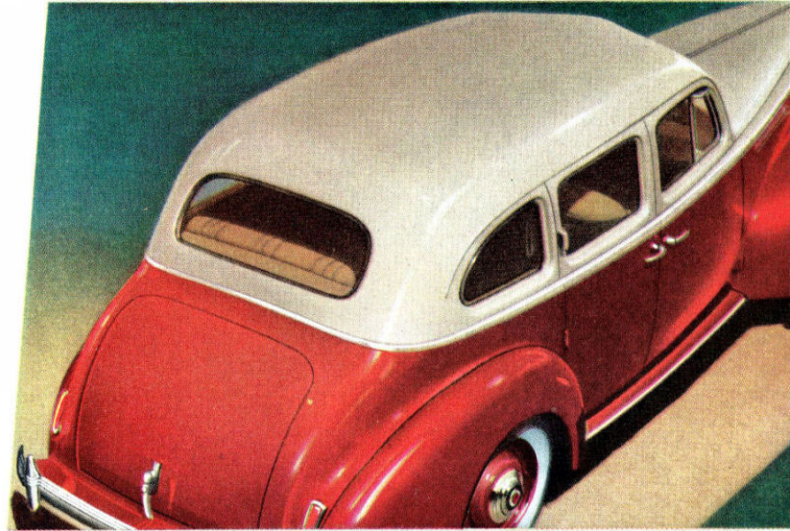
Yes, this new Packard is brimming with *news*—from roof to road and from end to end! It is the proudest achievement of the stylists, engineers and craftsmen who have made the name Packard a byword for *excellence* for more than forty years. It is the greatest product of the laboratories, plants and proving grounds that stand alone in the motor car industry for completeness of facilities "under one roof" . . . for a single standard of quality under one centralized control.

Yet, the new Packard One-Ten, which you see described in these pages, is so low in price that it establishes a new high for value in its field—a field that overlaps the lowest-priced. And like its predecessor which delighted, in fact, amazed, owners with its economy of operation and low upkeep costs, this new Packard is built to make ownership a long-continuing satisfaction. Truly, *the Class of '41!*

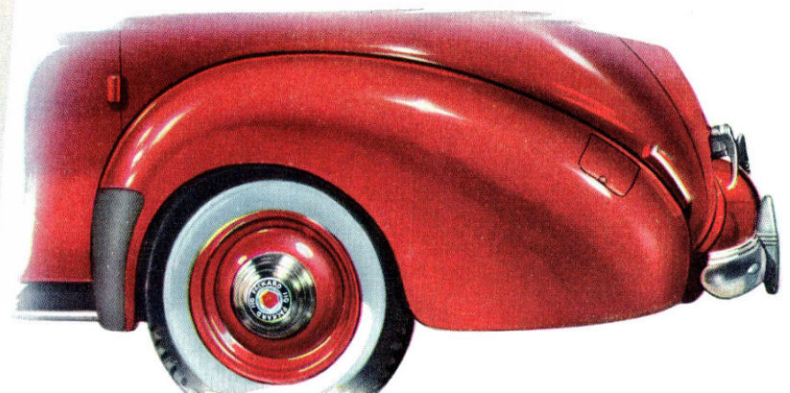
The wide range of color combinations and special styling effects available for the 1941 Packard make it desirable to show the following cars illustrated in a variety of colors and equipment. For standard specifications, please consult back cover.



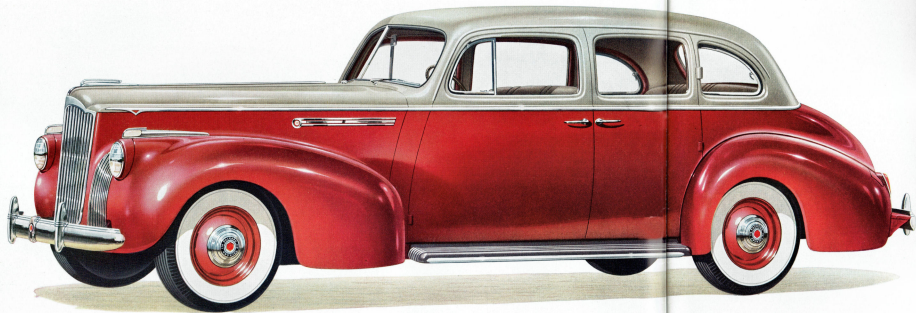
If carved by the wind itself, rear contours of the new Packard could scarcely be more graceful. The larger, one-piece rear window is curved to conform to the sweep of the top and the slope of the newly-styled rear deck.



Viewed from any angle 1941 Packard styling is stunningly new and graceful. When Multi-tone color combinations are specified, the chrome belt moulding completely encircles the rear of the car—divides light and dark tone areas.



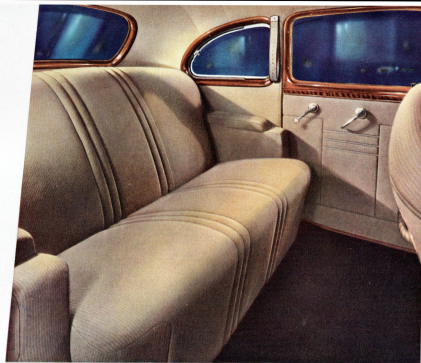
On models without running boards, optional at no extra cost, attractive gravel guards adorn rear fenders. Note the hinged door which covers the gasoline filler cap and the integral tail lights.



P A C K A R D O N E - T E N T O U R I N G S E D A N

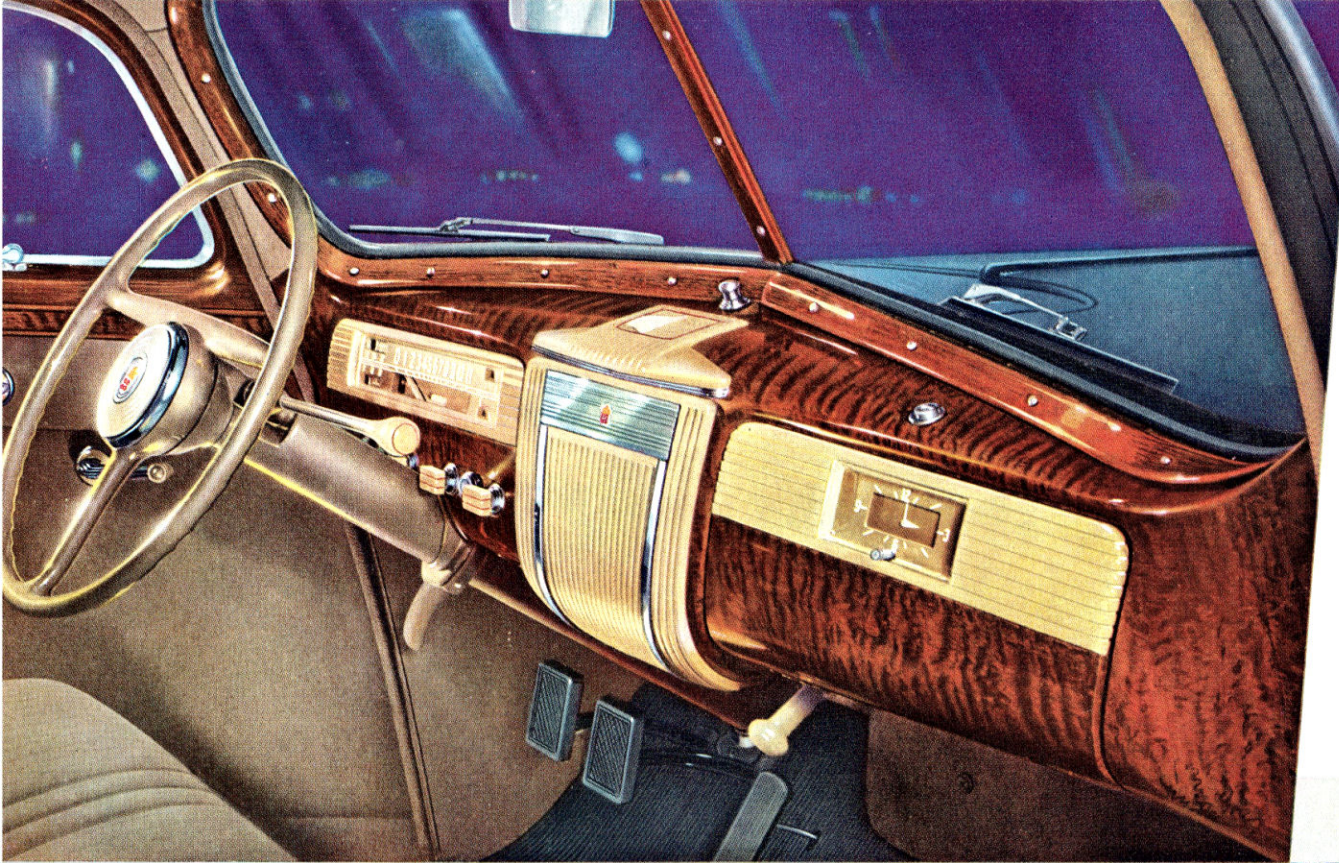
1 0 0 H O R S E P O W E R • 1 2 2 - I N C H W H E E L B A S E

the Class of '41

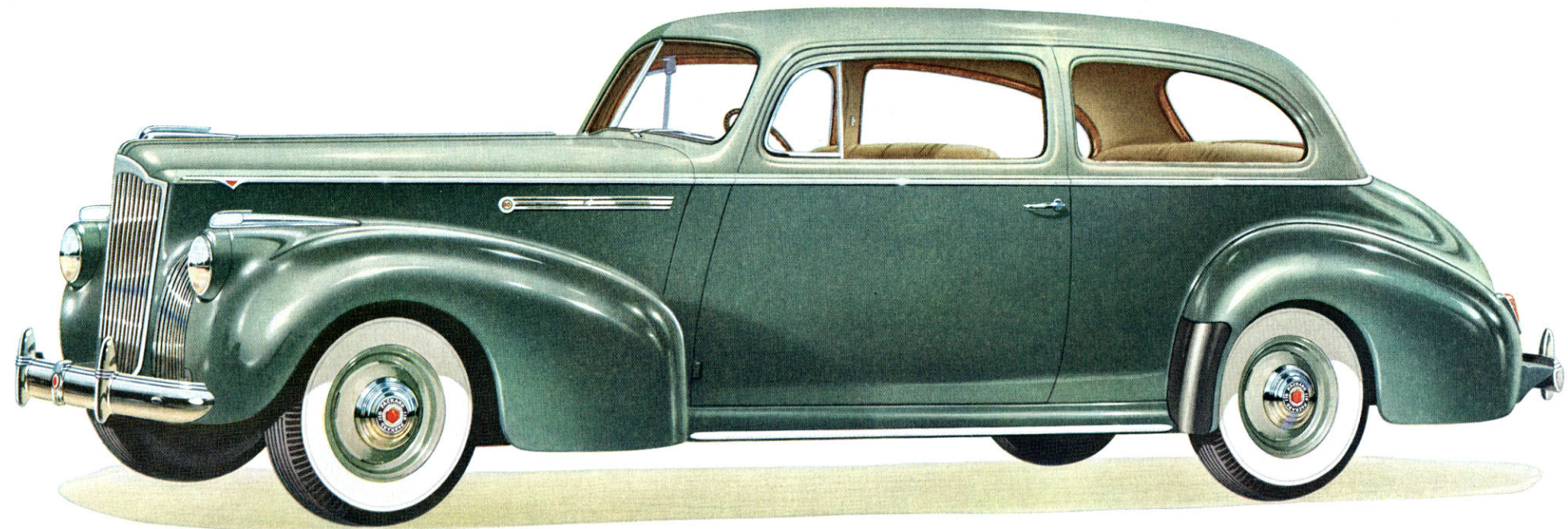


FOR STYLE AND DISTINCTION—INSIDE AND OUT...

Like to show up in something new? Here's your motor car interior for 1941! Smartly tailored broadcloth upholstery harmonizes with the new custom effect of window mouldings and wainscot panels. Note the larger, new windows—162 square inches more glass area! Note, too, the abundant head room—not the slightest reduction, although bodies are $1\frac{1}{2}$ inches lower to the ground!



the Class of '41



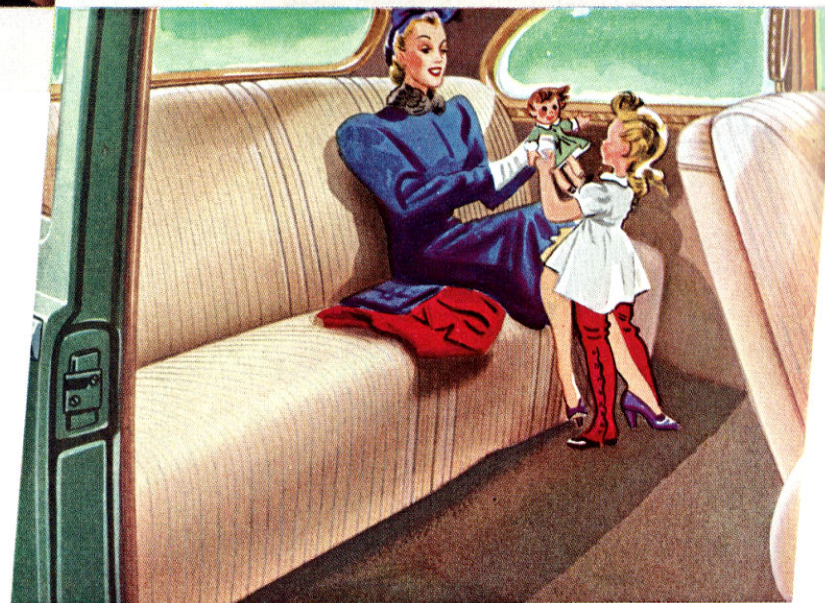
P A C K A R D O N E - T E N F A M I L Y S E D A N

F O R F E A T H E R - L I G H T H A N D L I N G E A S E . . .

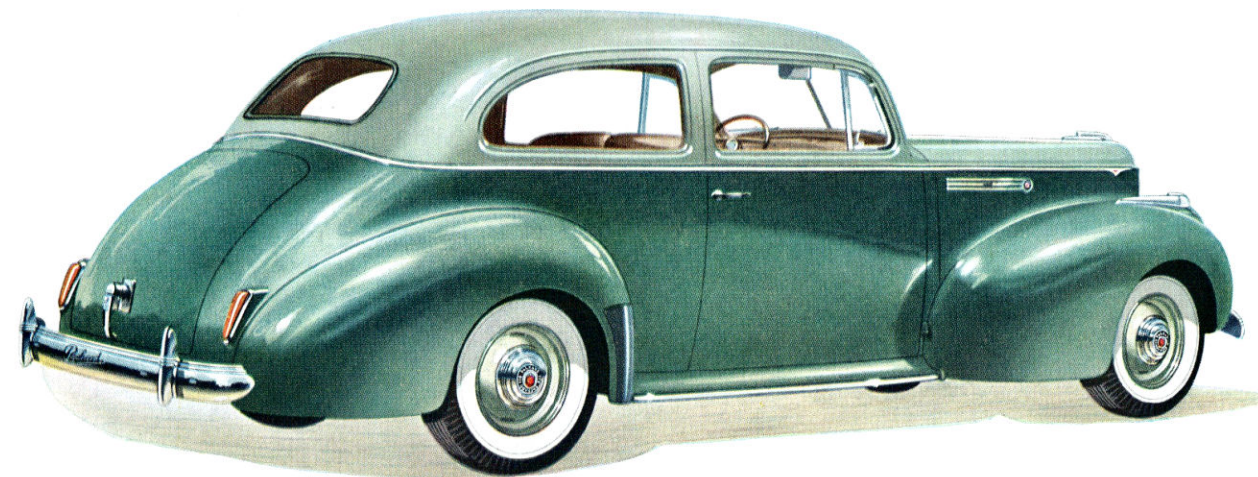
Where a gentle touch works miracles . . . when it comes to shifting and steering. The beauty of this control and instrument arrangement is not entirely in what you see—but also in its convenience. Two-speed windshield wipers sweep wide arcs clean. Soft-lighted dials keep tabs on speed, miles, fuel and engine operation.

F O R R O O M I N E S S A N D E A S Y E N T R A N C E . . .

Playroom on wheels, and children adore it! Rear seat of the Family Sedan is wide enough for a nap-needing ten-year-old to stretch out. Mothers enthuse about the comfort, protection and convenience in this favorite car of growing-up families.



In luck and luxury are the families who will own this big and handsome car. For the Family Sedan as Packard builds it reveals every detail of fine-car quality and distinction. Longer, lower styling with larger windows brings it new beauty. In size and roominess it matches four-door models. At its surprisingly low price, you'll agree—it's a beautiful bargain to drive!



100 HORSEPOWER • 122-INCH WHEELBASE



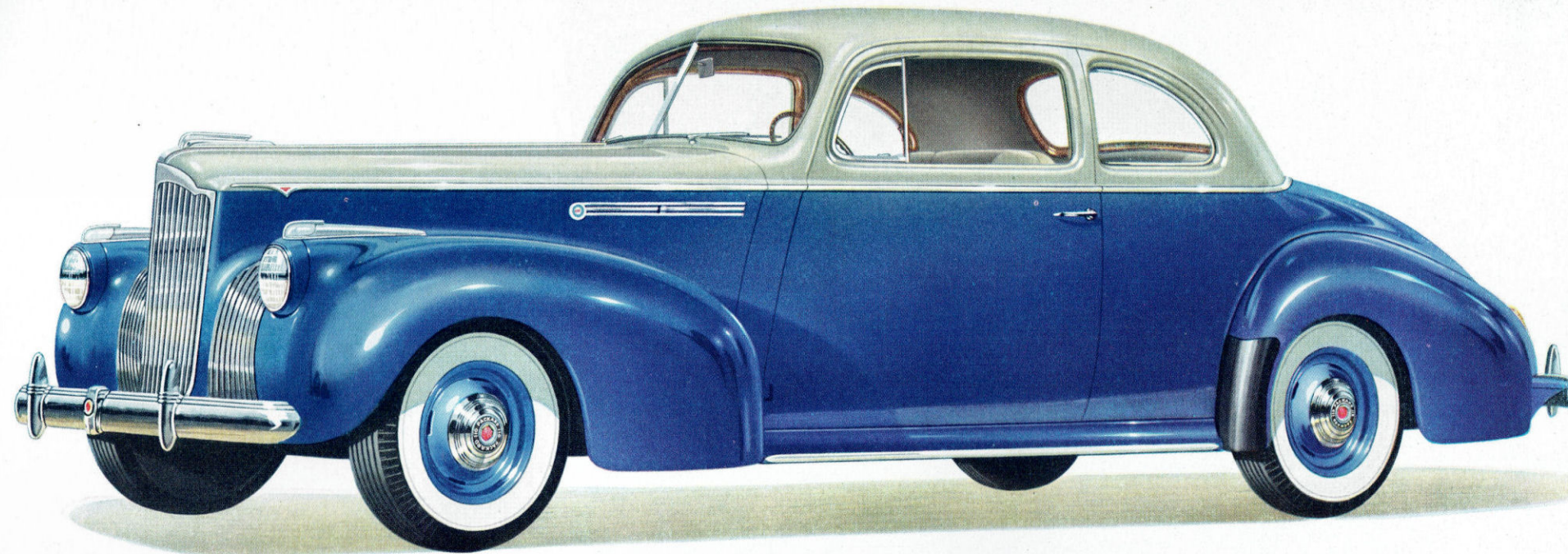
the Class of '41

FOR A FIVE-PASSENGER CLUB COUPE . . .

A new full-width rear seat and 3½ inches more room between seats make the Club Coupe the most comfortable of smart, close-coupled cars. Larger windows for visibility win more friends than ever for this easy-to-handle, easy-to-park 5-passenger coupe.

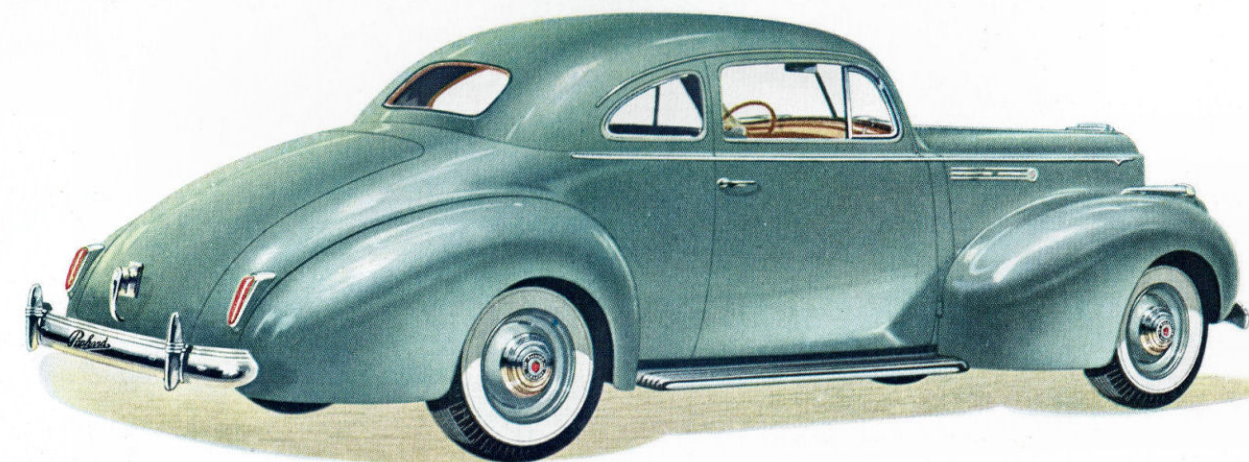
FOR KEEPING THINGS HANDY . . .

The business man, professional man or solo traveler welcomes the stowage space behind the seat in the Business Coupe. Not only is room abundant, but wide doors and full-tilting seats make it exceptionally usable and convenient.



100 HORSEPOWER PACKARD ONE-TEN CLUB COUPE 122-INCH WHEELBASE

From front or rear, Packard coupe models have beauty and individuality that is theirs alone. A stunning new treatment of the famous Packard profile, extended over a 2½-inch longer bonnet, permits a graceful blending of lines that emphasizes the length and lowness of 1941 styling. The curved safety glass in the wide-vision rear window gives full, unbroken sweep to the car's rounded contours.



100 HORSEPOWER PACKARD ONE-TEN BUSINESS COUPE 122-INCH WHEELBASE



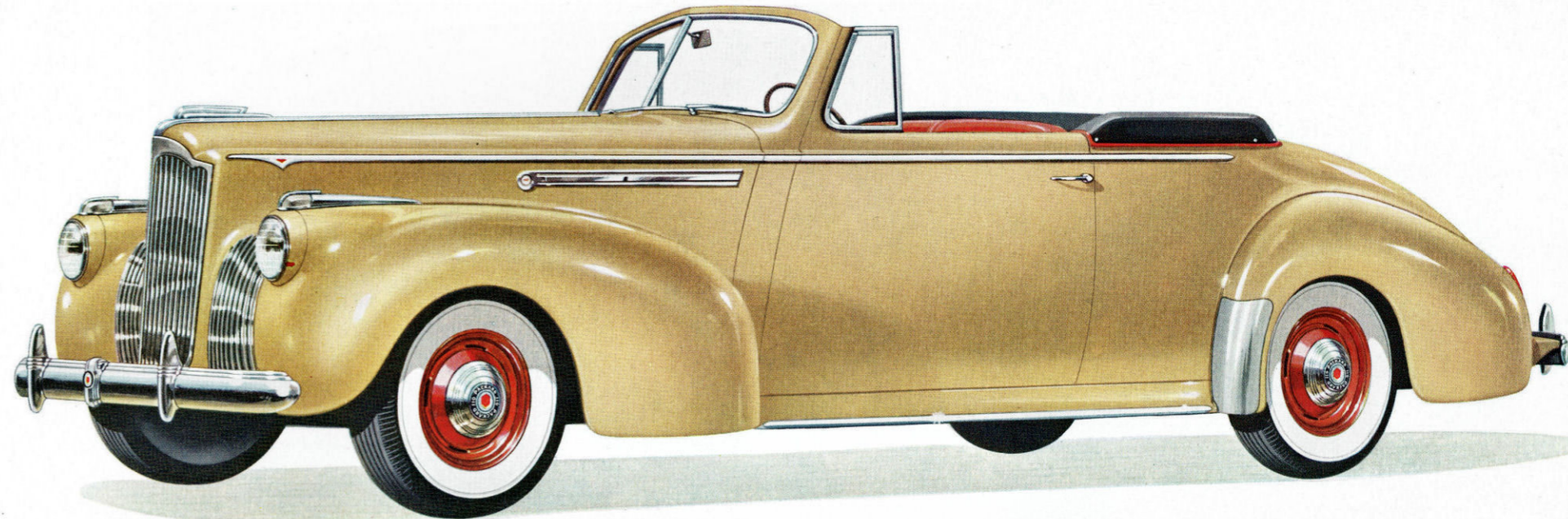
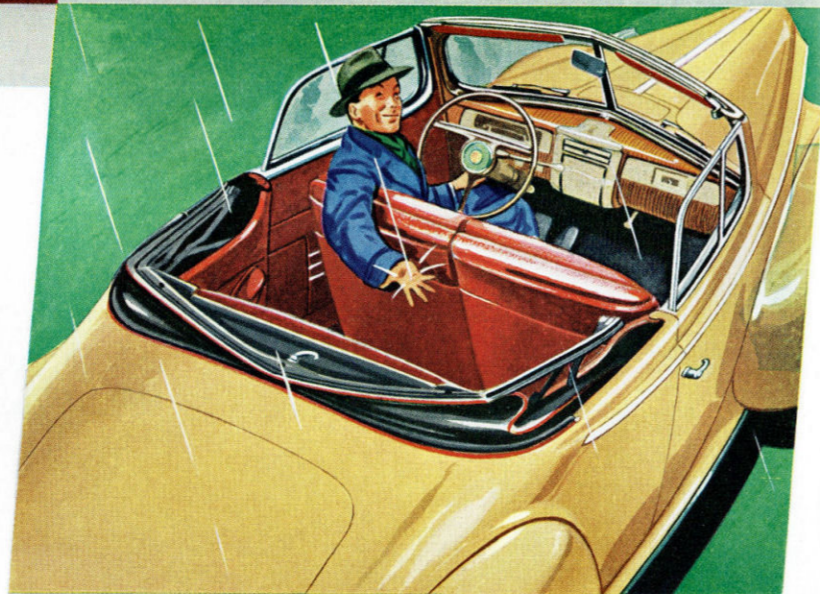
the Class of '41

FOR FUN IN THE SUN . . .

Fun for five in this new, quickly convertible Packard "Year-Rounder!" And more room to stretch—with 3½ inches added leg room between seats. Genuine leather upholstery comes in six attractive, non-fading shades—tan, red, green, blue, grey and black.

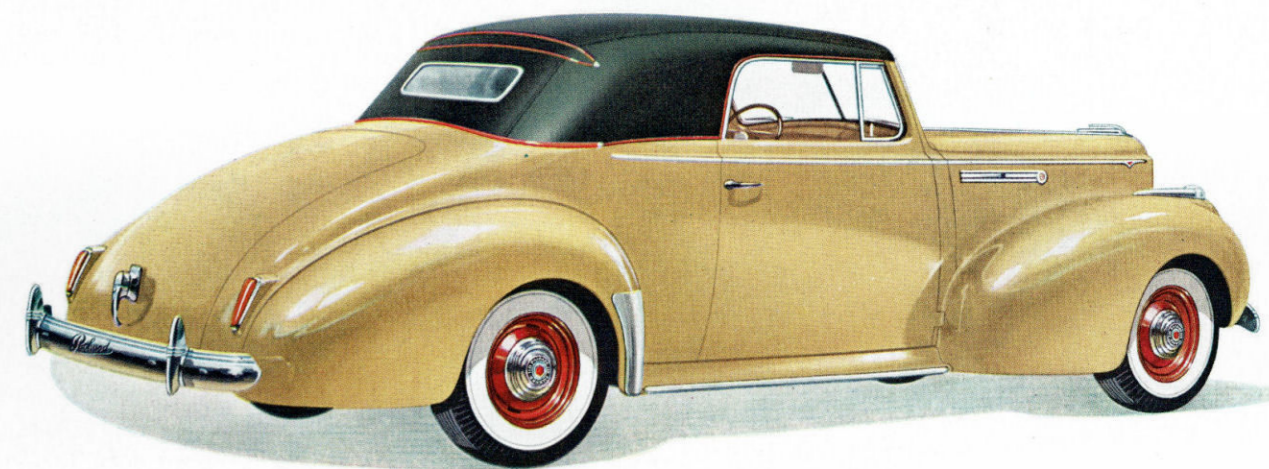
FOR THE "RAIN-DROP" TOP . . .

Top down, no need to head for cover with the first warning sprinkle. Just press a button to keep dry! A dash control raises or lowers the power-operated, automatic top—and a single latch locks it firmly in place.



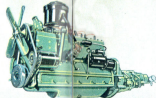
P A C K A R D O N E - T E N C O N V E R T I B L E C O U P E

Again for 1941, the Packard Convertible Coupe reveals the most pleasing appearance in sportlined open cars. Striking smartness—sturdy, rattle-free construction—and the utmost in comfort and convenience . . . are reasons for the demand that requires Packard each year to build a larger percentage of its cars in convertible body styles than any other manufacturer.



100 HORSEPOWER • 122-INCH WHEELBASE

1941 PACKARD



ONE-TWENTY

A famous Eight with new claims to Fame

For the pert smoothness of its 120-horsepower straight-eight performance, you'll want the new One-Twenty... particularly with Packard *Aero-Drive* and the new *Electromatic Clutch*!

But your resistance will go still lower—and your desires higher—when you first learn of the new *luxury* borne on its 127-inch wheelbase. Surrounding this page are sketches of just a few of the more notable highspots and finishing touches that put the One-Twenty in a class by itself—more than ever for 1941!

For this car with a name and pedigree unsurpassed in 8-cylinder circles has inherited a fortune in new developments.

Bigger than ever, there's more beauty than ever spread over its increased length of 206 inches. Bright, sparkling chrome shapes its new front end, and adds lustre to the sheer beauty of its body lines. Multi-tone paint schemes achieve color symphonies.

Stepping in, you'll come face to face with glamour at its gorgeous best. For whether you prefer

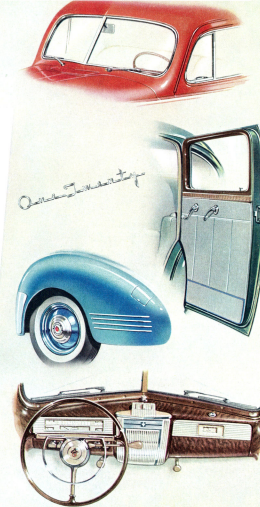
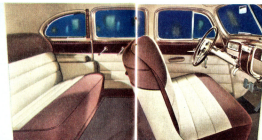
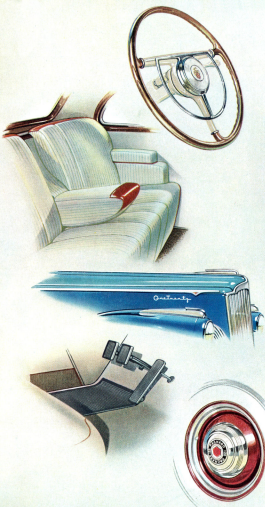
a leather-trimmed broadcloth or Bedford cord, or one of the special color combinations illustrated below, you'll see an interior that gives new meaning to the term, "deluxe."

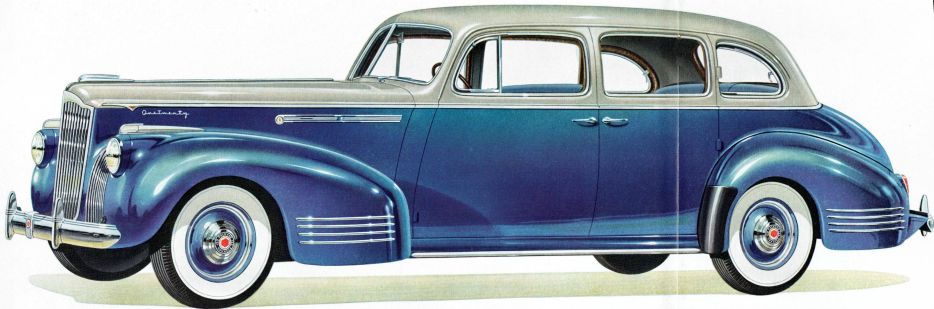
Handsomely styled new instrument panels, in plastic and lacquer, harmonize with upholstery. New appointments would do justice to a car of much higher price.

For new comfort—now, with genuine *Air Conditioning*—step into this new Packard! For sheer comfort—with 127-inch wheelbase and *Air-Glide* ride—the One-Twenty attains a degree of stability and mellowness that defies improvement.

You'll find scores of new delights in handling the One-Twenty. It has a nimble, thrifty way of going that no other car in its field can match. Again, it's the *eight of eights* for motorists who want to own a car they can really enthuse about!

Enriched as it is for 1941, the One-Twenty may also be had with still further deluxe touches as shown in some of the following illustrations. For standard equipment, please see book cover.

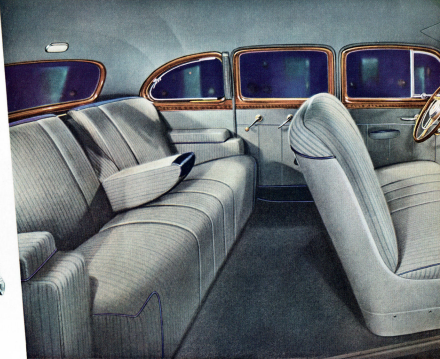




P A C K A R D O N E - T W E N T Y T O U R I N G S E D A N

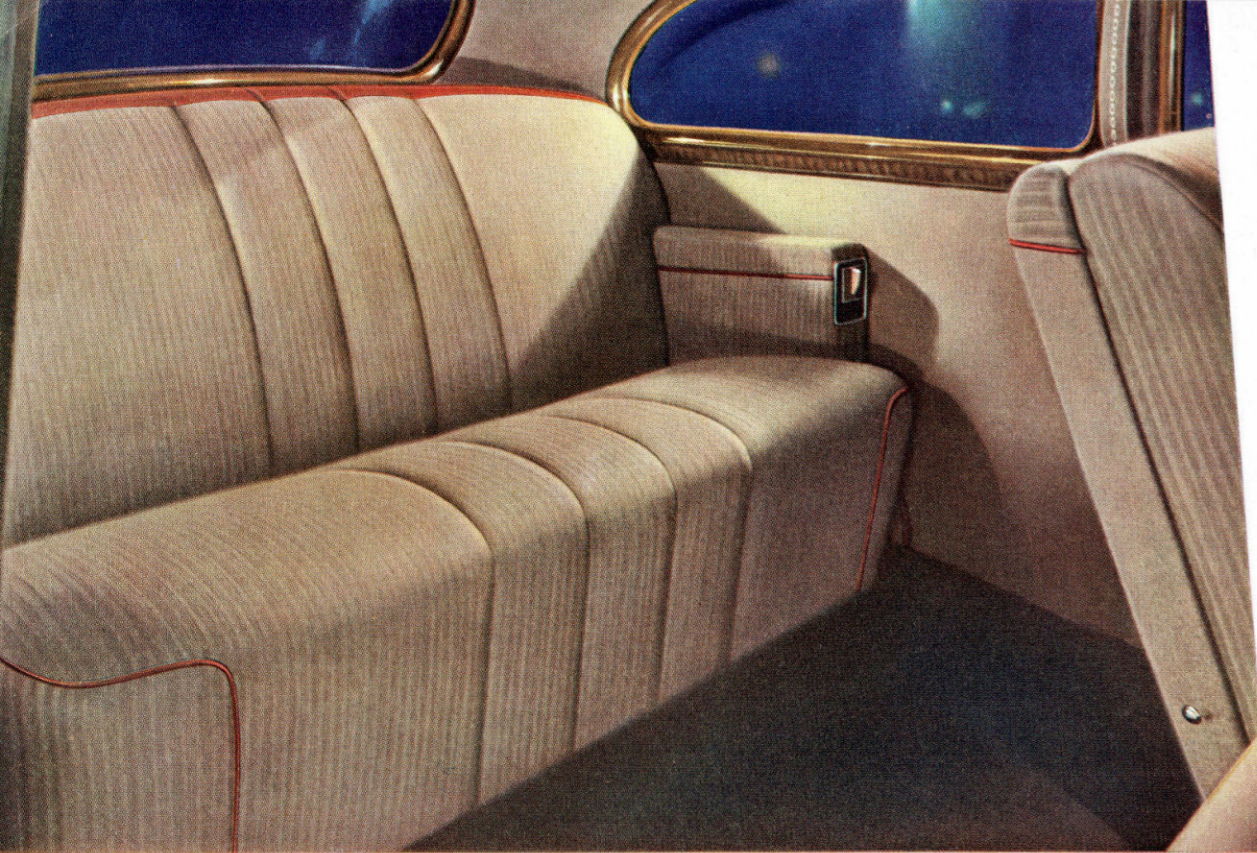
the Class of '41

1 2 0 H O R S E P O W E R • 8 C Y L I N D E R S • 1 2 7 - I N C H W H E E L B A S E



FOR THE YEAR'S MOST GLAMOROUS "INSIDE STORY"...

How the 1941 One-Twenty provides enticing individuality is well illustrated by the leather-trimmed interior shown above. This beautifully tailored finish, like others which are available, is handsomely enriched by brand-new styling in door trim panels and fittings.



the Class of '41

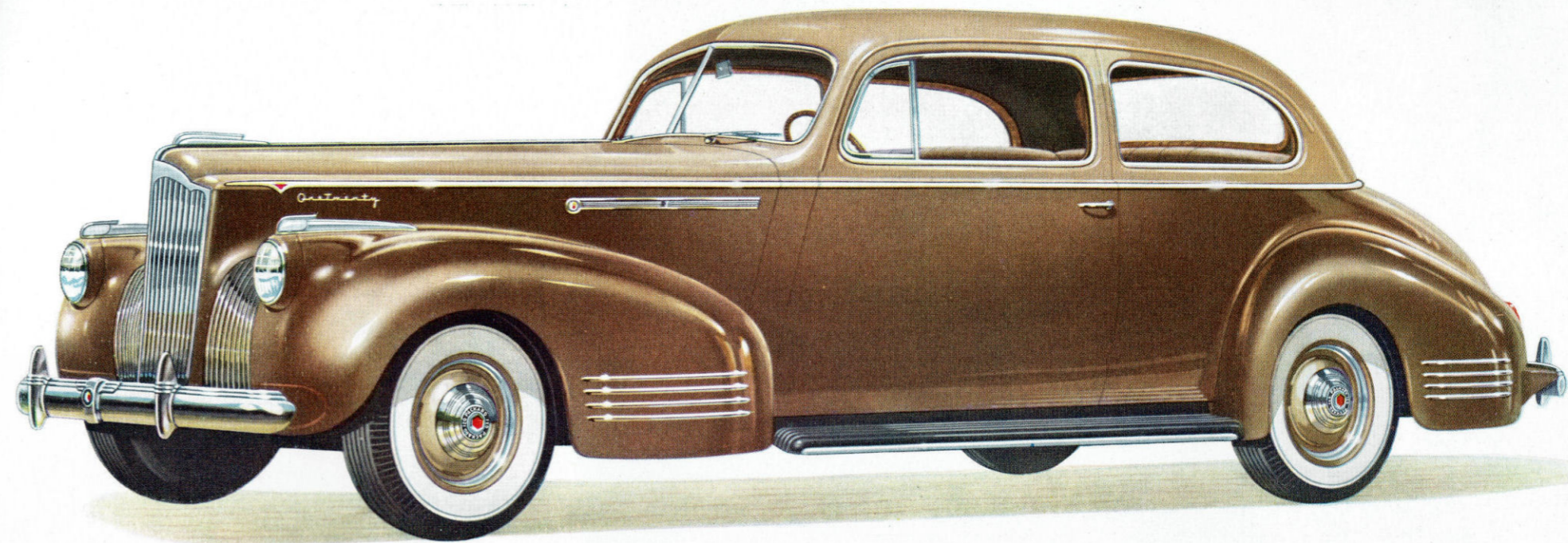
FOR LOOKS AND LUXURY AT LOW COST . . .

For the many who prefer a two-door model, the One-Twenty Family Sedan has unique attractions. First of these is exceptional spaciousness. Equally welcome are unusually easy entrance and exit. And enhancing a score of others are the quality and charm inherent in all One-Twenty interiors.



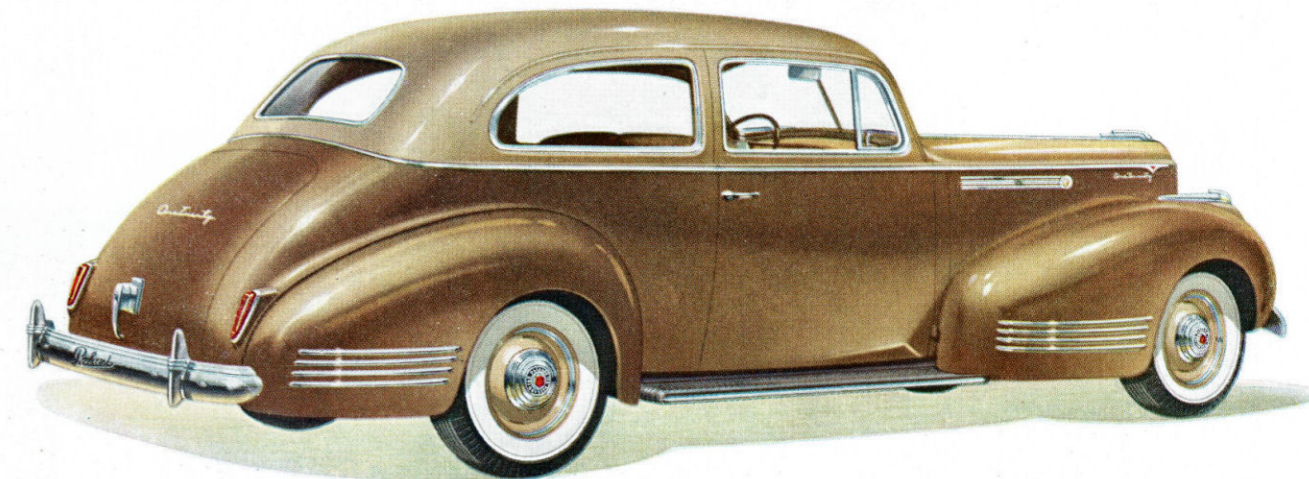
FOR A PLACE FOR EVERYTHING . . .

Redesigned for 1941, the trunk compartment on all Packard sedan models provides marked improvement in convenience and utility. The vertically-mounted spare tire permits use of the compartment's full depth for easy accommodation of modern luggage—even the new-style, tall "airplane luggage".



P A C K A R D O N E - T W E N T Y F A M I L Y S E D A N

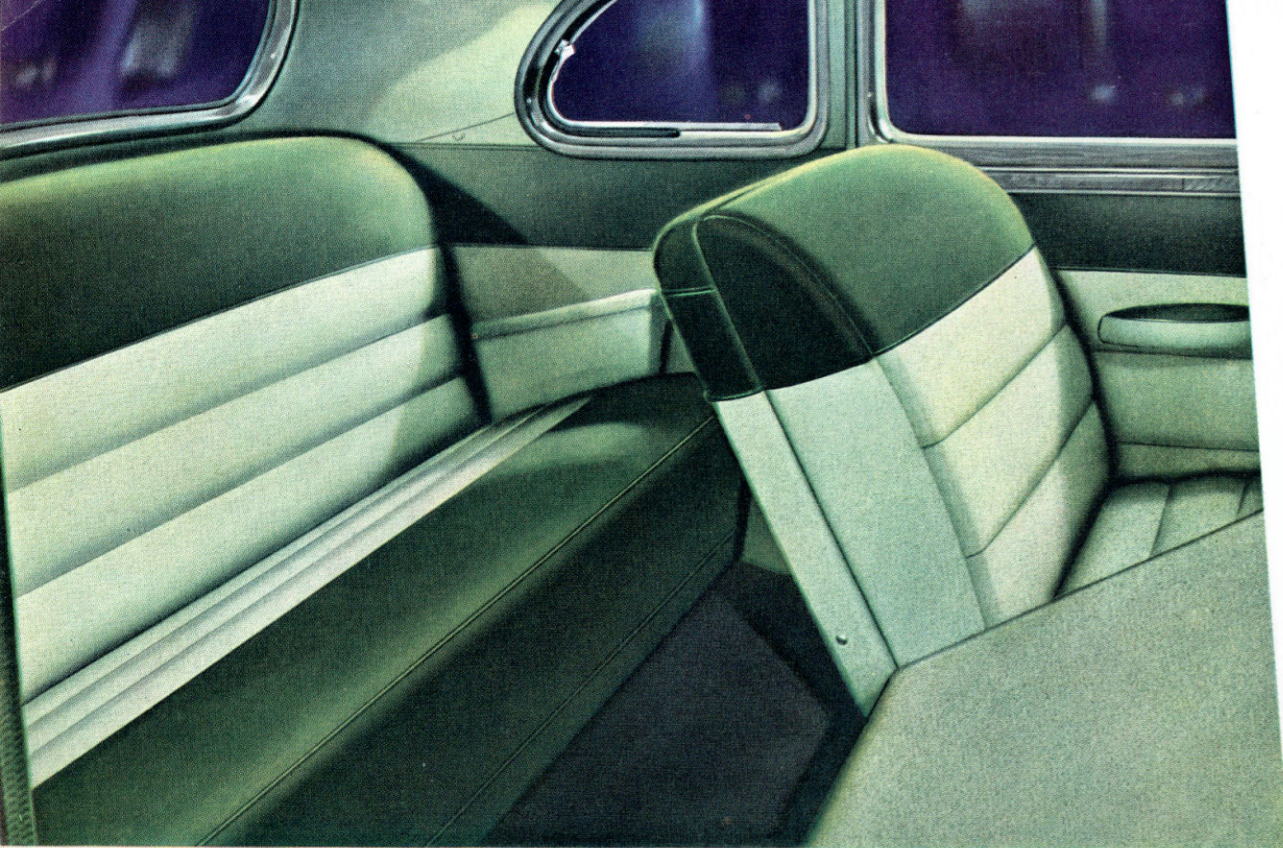
Its long 127-inch wheelbase makes the One-Twenty Family Sedan one of the largest cars in this popular body style. Increased overall length and reduced height emphasize its handsome, big-car appearance. Chrome mouldings around its windshield and windows and chrome fender strips exemplify the rich finishing touches which identify One-Twenty beauty.



120 H O R S E P O W E R

C Y L I N D E R S

127 - I N C H W H E E L B A S E



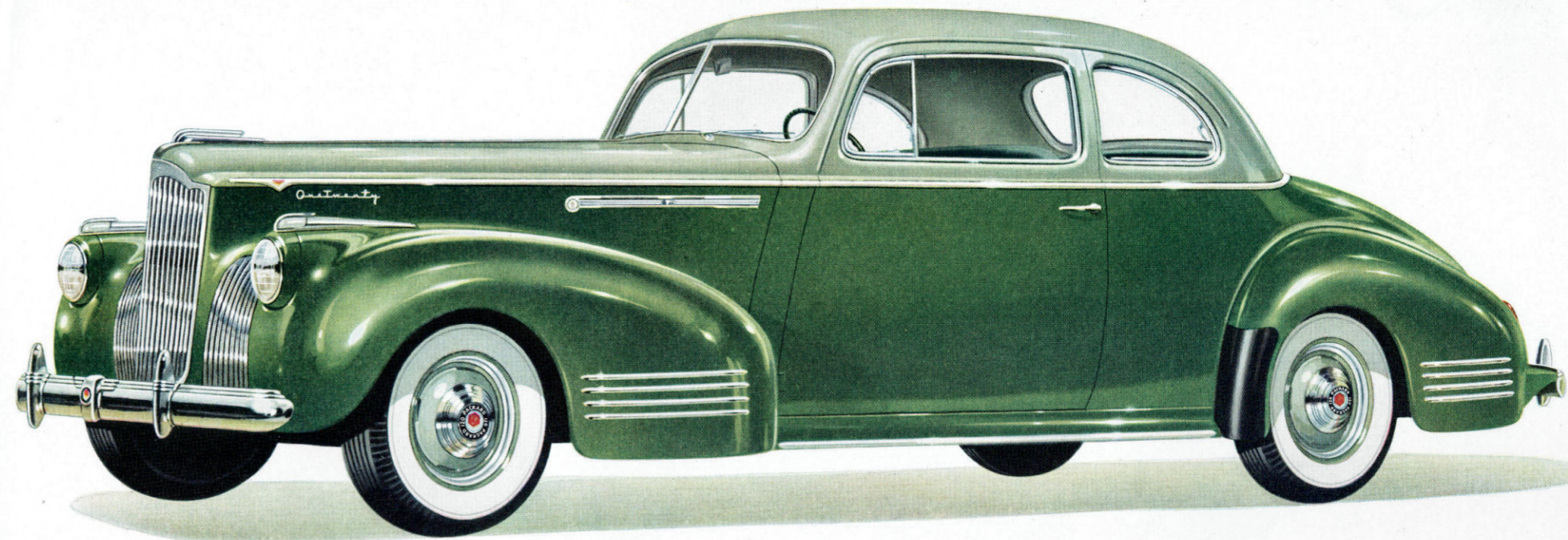
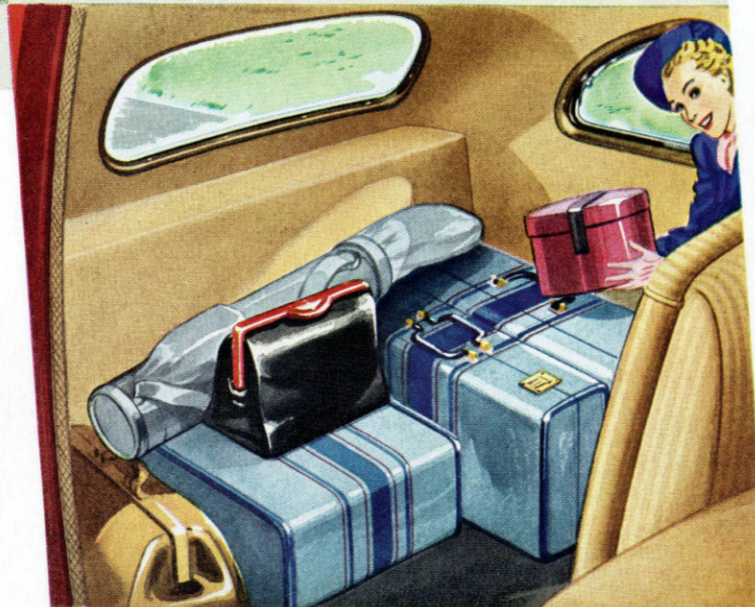
the Class of '41

FOR COUPE INTIMACY — SEDAN COMFORT . . .

Few cars at any price can match this interior for richness, smartness and comfort. The One-Twenty's deluxe details are particularly appropriate as they accent the luxury and trim tailoring of the "club car." Room for five, of course, and 3½ inches more leg room in the rear seat.

FOR USEFUL ROOM TO SPARE . . .

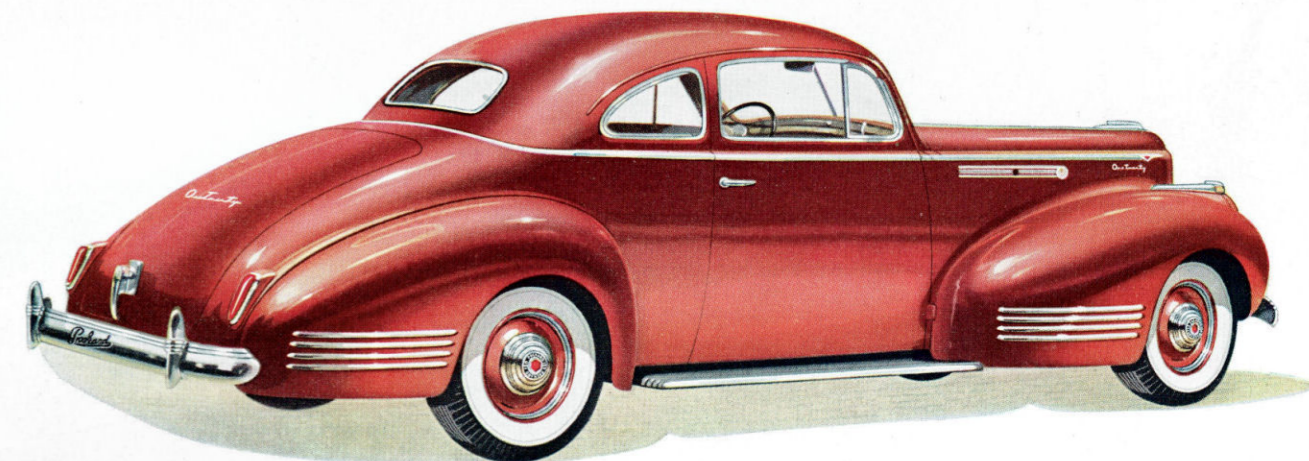
Every owner who has frequent occasion to carry bulky equipment enthuses about this abundant, usable space. Sample cases, sales portfolios, doctors' bags and sports paraphernalia ride in a place built-to-order in the Business Coupe.



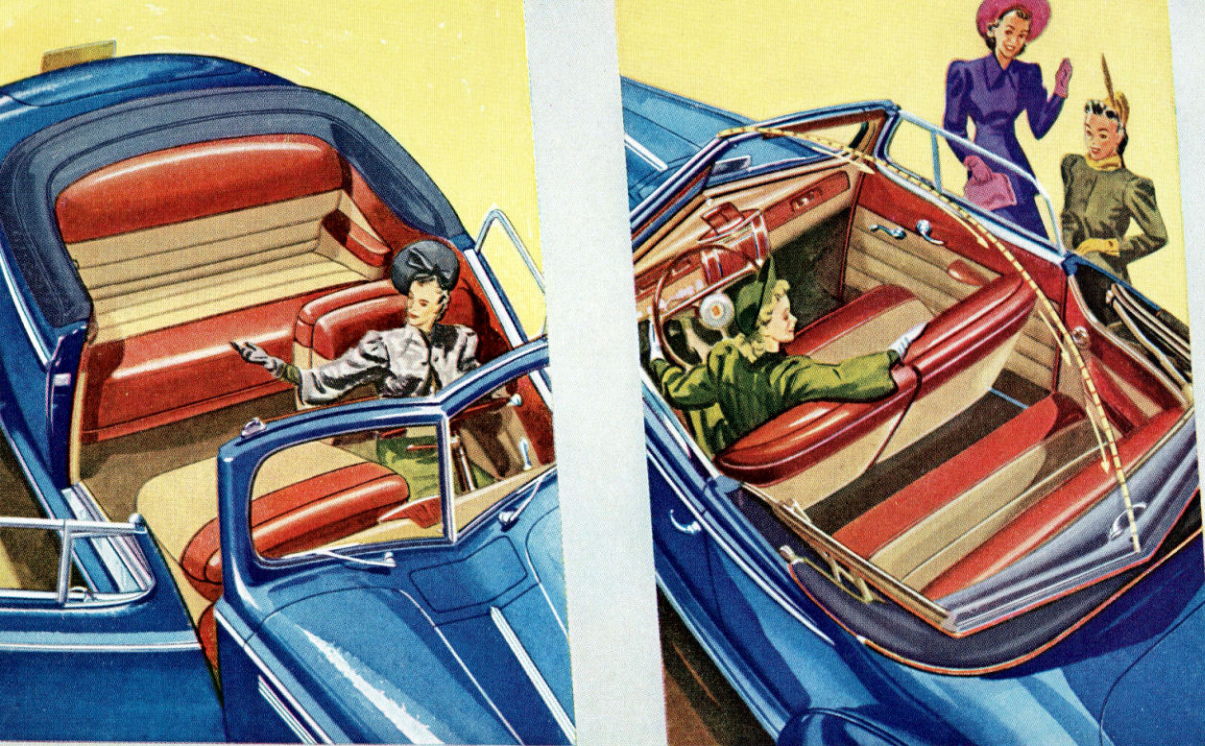
120 HORSEPOWER **PACKARD ONE-TWENTY CLUB COUPE** 127-INCH WHEELBASE

8
CYLINDERS

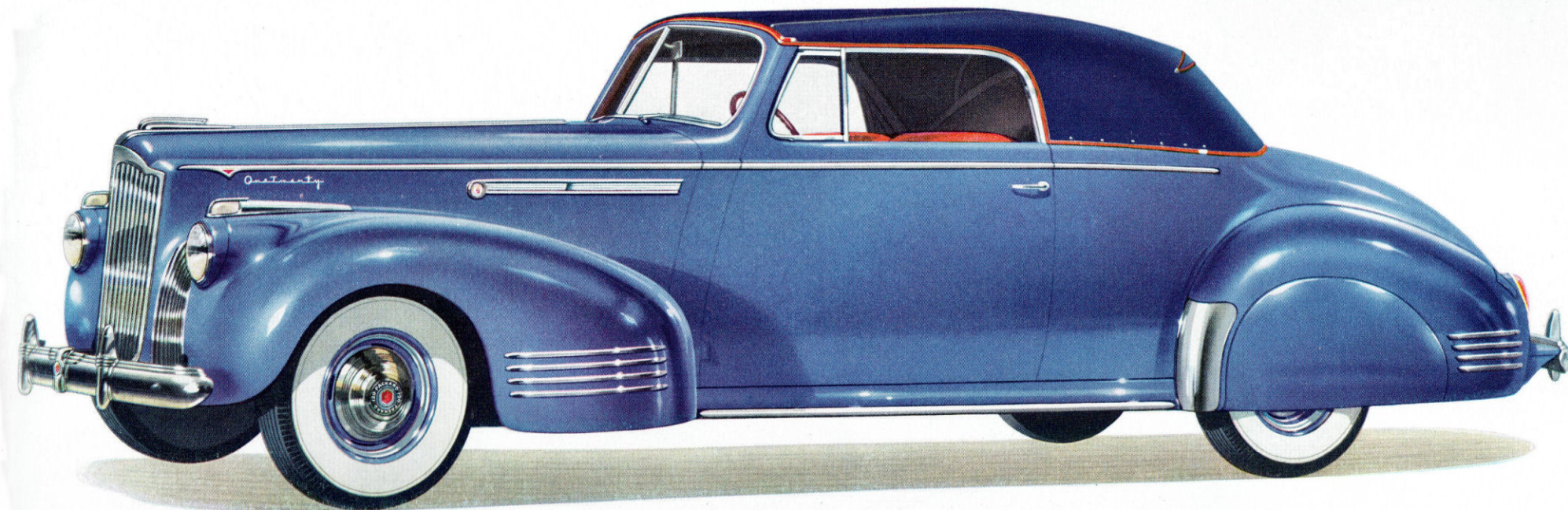
If you favor coupes, you can't miss the many reasons why the new One-Twenty should be your favorite of them all. Always sleek and stunning, the new length and lowness of both the Club and Business models make either one your first among first choices as a personal car!



120 HORSEPOWER **PACKARD ONE-TWENTY BUSINESS COUPE** 127-INCH WHEELBASE



the Class of '41



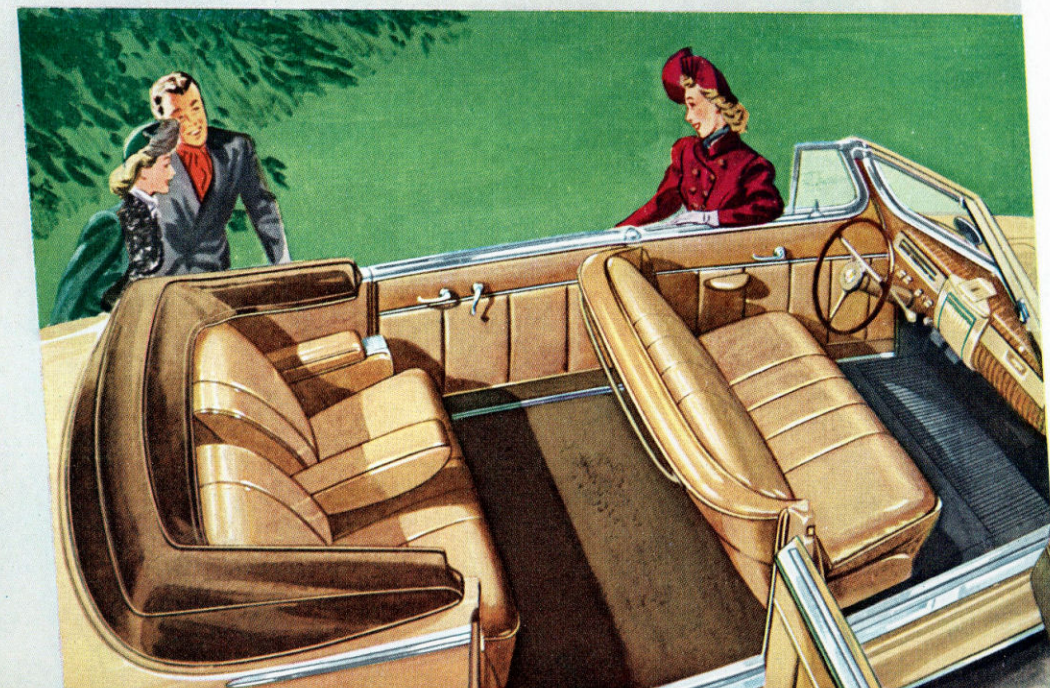
120 HORSEPOWER PACKARD ONE-TWENTY CONVERTIBLE COUPE 127-INCH WHEELBASE

FOR THE HEIGHT OF LUXURY IN AN ALL-WEATHER CAR . . .

Trimness of appearance—sophisticated and debonair—gives the One-Twenty Convertible Coupe an irresistible appeal. The automatic top makes it an open or closed car in a matter of seconds—without moving more than a finger. Exclusive Packard construction makes it draft-free and rattle-free.

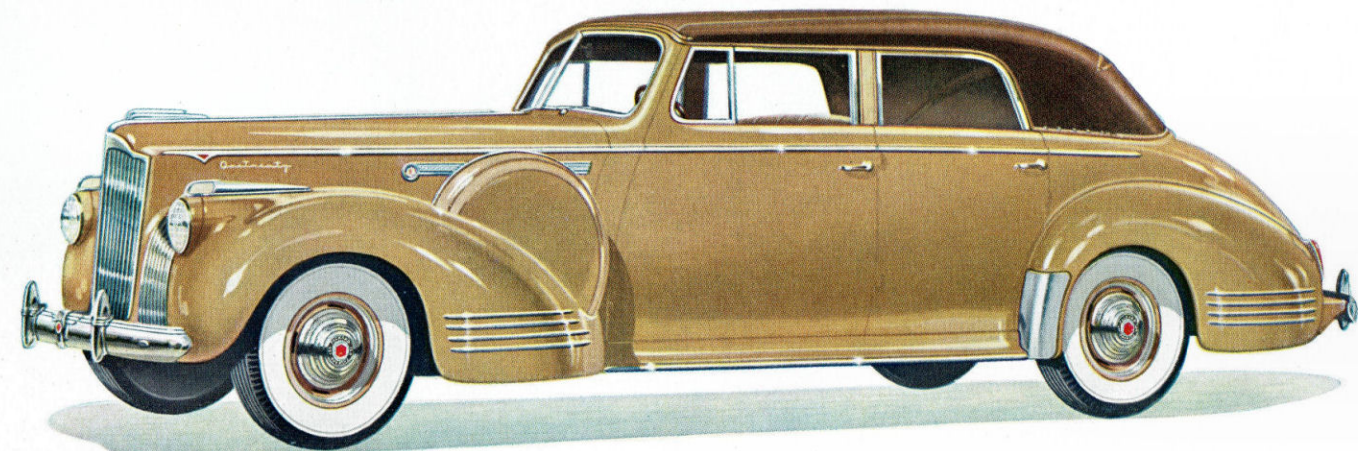
FOR THOSE WHO FAVOR THE SMARTEST OF PHAETONS . . .

The lure of the phaeton-type car never diminishes—and here is the 1941 favorite. The Packard One-Twenty Convertible Sedan provides roomy comfort for six. Put the top up—and that's a quick trick—and you ride in weather-tight luxury. Six attractive shades of genuine leather upholstery are optional—with three cloth-and-leather combinations available at modest extra cost.



**8
CYLINDERS**

In any setting, a new One-Twenty Convertible is a car that will steal the starring role. Its smart, clean lines are enhanced for 1941 by chrome discs and trim rings on wheels . . . chrome gravel guards on models without running boards . . . speedline strips on fenders.



120 HORSEPOWER PACKARD ONE-TWENTY CONVERTIBLE SEDAN 127-INCH WHEELBASE

the Class of '41

... FOR ECONOMICAL OPERATION

HIGH TURBULENCE CYLINDER HEAD

Greater horsepower

PRESSURE-SEALED COOLING SYSTEM

Higher cooling efficiency

ANGLE-SET VALVES

More power

EXPANDER-TYPE OIL-CONTROL RINGS

Reduced oil consumption

NEUTRO-POISED ENGINE MOUNTINGS

Vibrations absorbed in rubber

AIR-COOLED GENERATOR

Greater electrical capacity

BALL-BEARING WATER PUMP

No greasing - no packing

FLOATING OIL SCREEN

Cleaner oil - less wear

THERMO-STRUT PISTONS

Keep their shape

AUTOMATIC CHOKE - FAST IDLE

Quicker all-weather starting

VACUUM SPARK CONTROL

More miles per gallon

RIFLE-DRILLED CONNECTING RODS

Longer piston pin bearing life

FULL-PRESSURE LUBRICATION

No starved bearings

EXTRA-HEAVY CRANKSHAFT

Smoother engine operation

the Class of '41

... FOR MECHANICAL EXCELLENCE

AIRPLANE-TYPE SHOCK ABSORBERS

Level riding

HANDSHIFTS GEAR LEVER

Just guide the lever

RUBBER-INSULATED SPRING SHACKLES

No noise - no grease

HYPOID REAR AXLE

Longer life - quieter operation

REAR WHEEL MECHANICAL HAND BRAKE

A second braking system

50 BALL AND ROLLER BEARINGS

More than any comparable car

ONLY 20 PRESSURE LUBRICATION POINTS

Fewer points to wear

SAFE-T-FLEX WHEEL SUSPENSION

Makes bad roads good

SERVO-HYDRAULIC BRAKES

Easier stopping

ROLL CONTROL BAR

Minimizes sidesway

LARGER SECTION, LOW PRESSURE TIRES

Smoother riding

RUBBER-FLOATED REAR SPRINGS

Compensate for load variations

TAPERED I-BEAM, X-MEMBER FRAME

Unsurpassed rigidity

TRU-COURSE STEERING

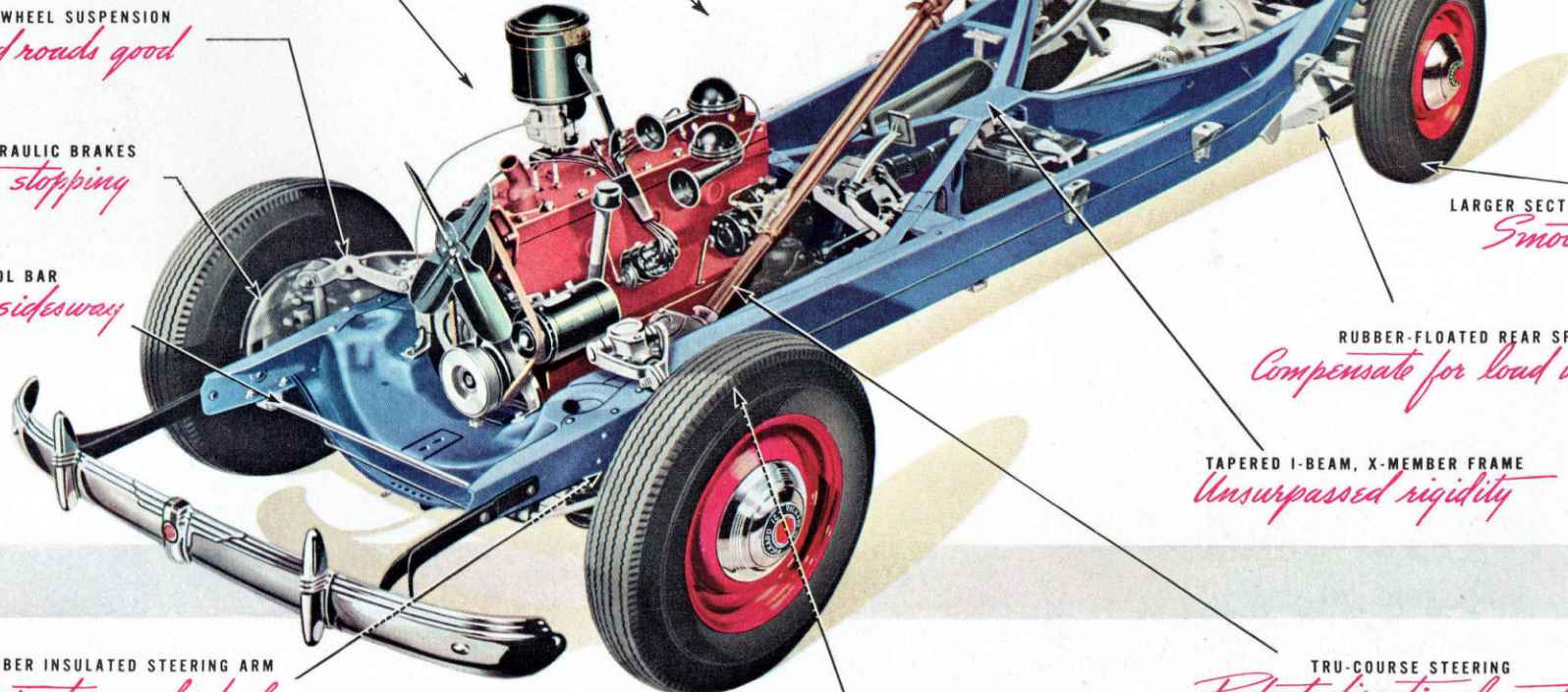
Perfect directional control

RUBBER INSULATED STEERING ARM

Eliminates road shocks

TORQUE ARM

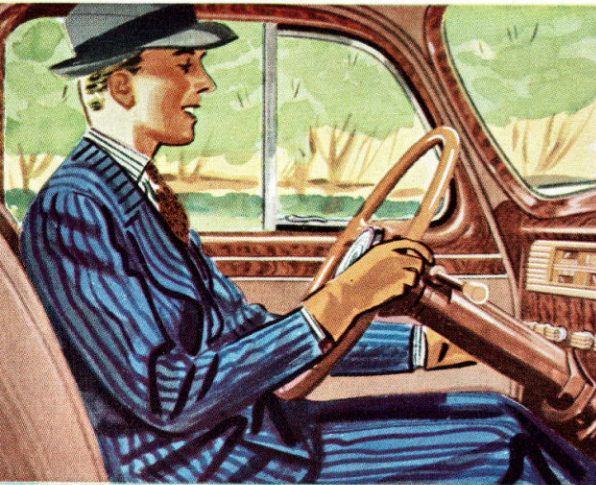
Permanent wheel alignment



the Class of '41

... for cutting your footwork in half!—**ELECTROMATIC CLUTCH**

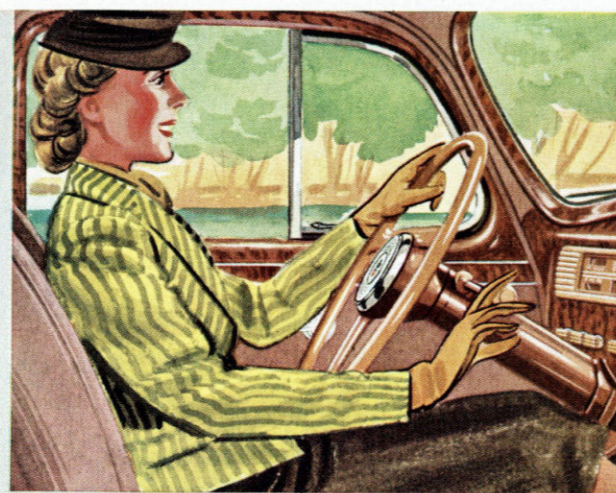
The car itself operates the clutch! Your left foot loafs—just goes along for the ride! That's the delight you'll find in the 1941 Packard with the new *Electromatic Clutch*. This Packard-developed mechanism works on a tested and proved principle, free from the defects of earlier devices, such as "creeping" when you stop with the car in gear. Until you step on the gas, the car stands still! A dash control permits instant changing from *Electromatic Clutch* to conventional foot-clutch, or foot-clutch to *Electromatic* at any speed. Last, but far from least, is the good news that *Electromatic Clutch* is yours for a low—a very low—extra cost.



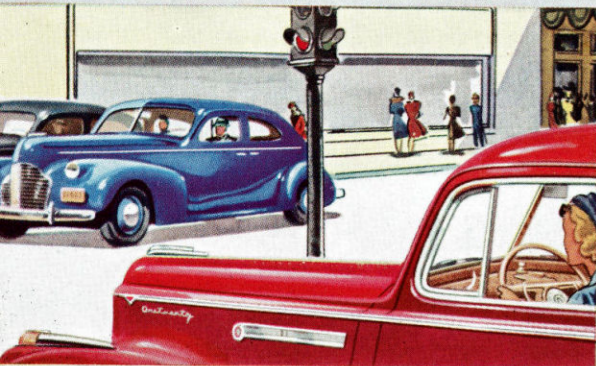
Operate a simple switch on the instrument panel—at any speed—and *Electromatic Clutch* takes the place of your left foot for all clutch operations.



Drive as usual—but let your left foot loaf! Step on the accelerator and in any gear the car starts moving much more gently than with pedal clutching.



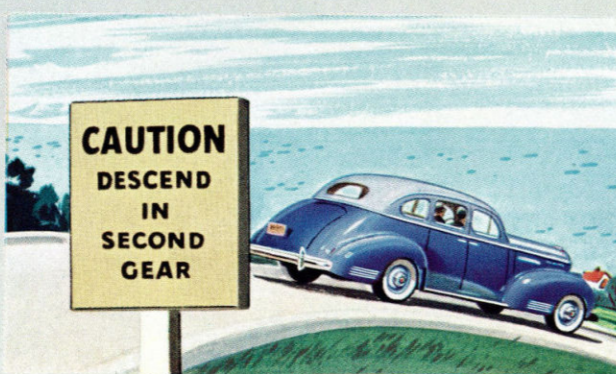
Handshift as usual. Lift foot off accelerator as you would when shifting—and that's all you do! The rest is automatic. Nothing complicated, nothing new to learn.



Traffic ceases to be a problem. No bucking, no jerking . . . you stop and go with the lights in silken smoothness, and you never touch the clutch pedal.



Pull away at a snail's pace—or like a sprinter leaving the mark! Either way, engine engagement is smooth and steady—wheel traction firm and positive.

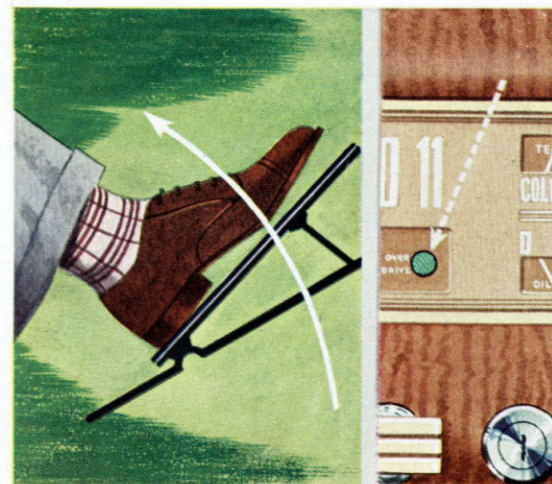


For driving under extreme conditions, as on steep mountain roads—and for easier cold-weather starting—the dash control permits standard pedal clutch operation when desired.

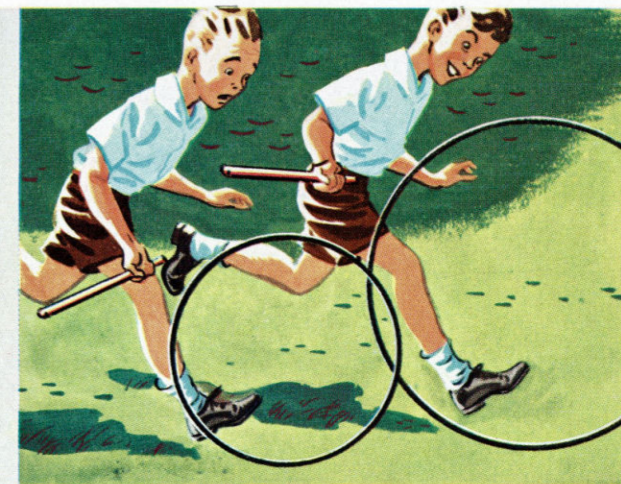
the Class of '41

... for one free mile in every five
PACKARD AERO-DRIVE

The Packard Passmaster engine establishes par for both performance and economy. But to go par one better, Packard offers *Aero-Drive*. This amazingly smooth fourth forward speed lets the engine actually loaf—turn over 27% slower—at speeds of 20 and up. This reduction in engine speed lessens oil consumption and engine wear, and results in gas savings up to 25%—big dividends from your extra investment in *Aero-Drive*.



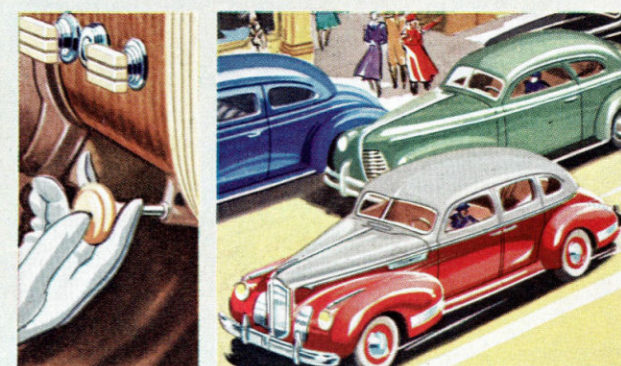
At 20, the green light on the dash says "go", and you momentarily lift your foot from the accelerator to let thrifty Packard *Aero-Drive* take hold.



The larger the hoop, the fewer the revolutions at the same speed—which illustrates the *Aero-Drive* principle of fewer engine revolutions per mile.



For a quick sprint to pass another car, a sharp thrust on the accelerator automatically cuts in a "mountain-climbing gear"—and you fairly zoom past!



For driving in heavy traffic or in mountains, the *Aero-Drive* may be locked out of operation, if desired, by simply pushing in a convenient dash control knob.

MOTERING MIRACLE FOR 1941!
ELECTROMATIC CLUTCH and AERO-DRIVE

Only Packard can offer the combination of *Electromatic Clutch* and *Aero-Drive*. With it, driving in city traffic is entirely new—almost magic! You can drive for miles without touching the gear shift lever. You simply start off with the car in second gear and leave it there! *Electromatic* does the clutching—*Aero-Drive* does the shifting . . . from second to *Aero-Drive second* (the equivalent of normal high gear) and back again. The illustrations below show what happens.

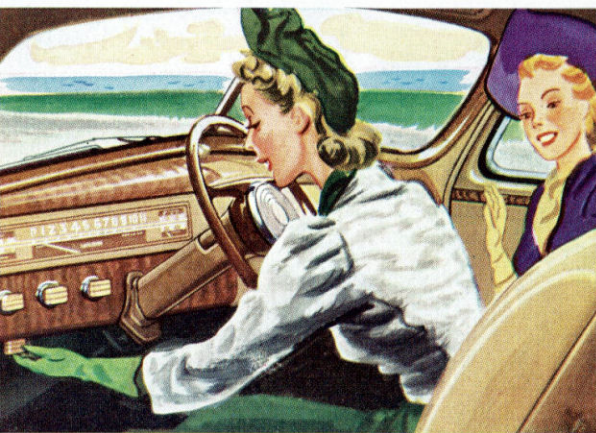
THE OLD WAY **THE NEW WAY**

| | | |
|---|--------------------------|---|
| <p>Declutch—shift to low—engage clutch</p> | <p>Leaving curb</p> | <p>Car in second—no clutching—no shifting</p> |
| <p>Use foot clutch—shift to second, then high</p> | <p>In traffic stream</p> | <p>Leave car in second—just step on gas</p> |
| <p>Declutch—shift into neutral</p> | <p>Red light—Stop!</p> | <p>Leave car in second—just step on brake</p> |
| <p>Use foot clutch—shift through gears</p> | <p>Green light—Go!</p> | <p>Leave car in second—just step on gas</p> |

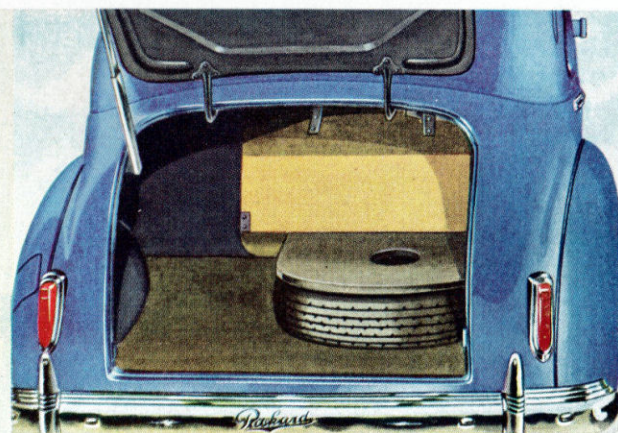
the Class of '41

... for the most welcome comfort improvement in years!
PACKARD AIR CONDITIONING

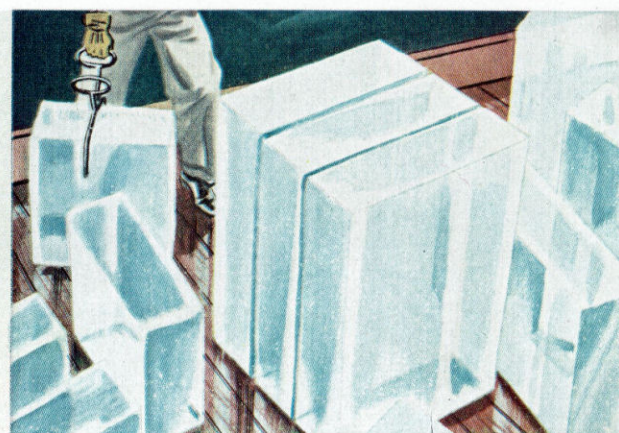
No longer need summer heat affect your motoring comfort. For in any 1941 Packard you may have genuine *Air Conditioning* that refrigerates, filters, dehumidifies and circulates the air you breathe. An extra, of course, but in the opinion of many, a feature worth a fortune when the mercury starts to roar. Do not confuse it with ordinary "fresh air" ventilating or heating systems.



Turn on the cold! Comfort is at your fingertips in an Air Conditioned Packard. A dash control regulates the blower that brings you refreshing, cooled air—well below outside temperatures.



Takes no more room than a large suitcase! The evaporator assembly—where cooling, filtering and dehumidifying take place—is installed in the trunk compartment. Only 10 inches deep.



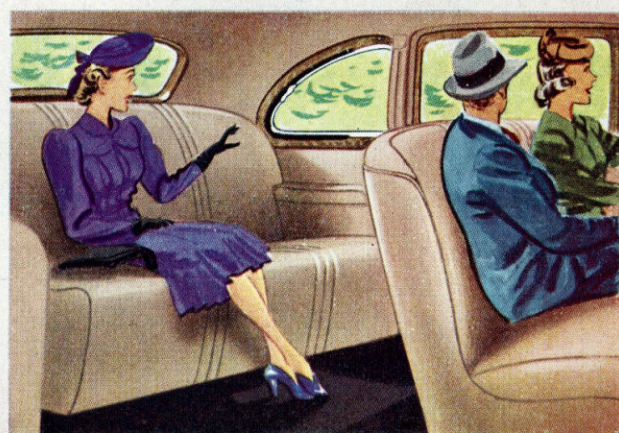
Packard Air Conditioning has a cooling capacity equivalent to the melting of 2½ tons of ice every 24 hours. Cools entire car at high speeds, or low.



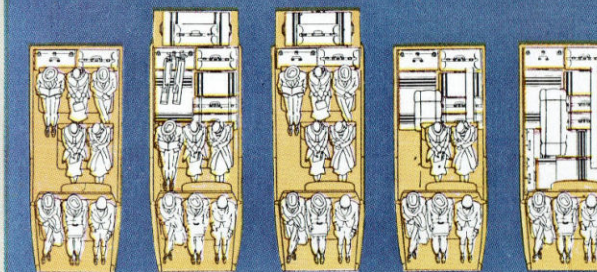
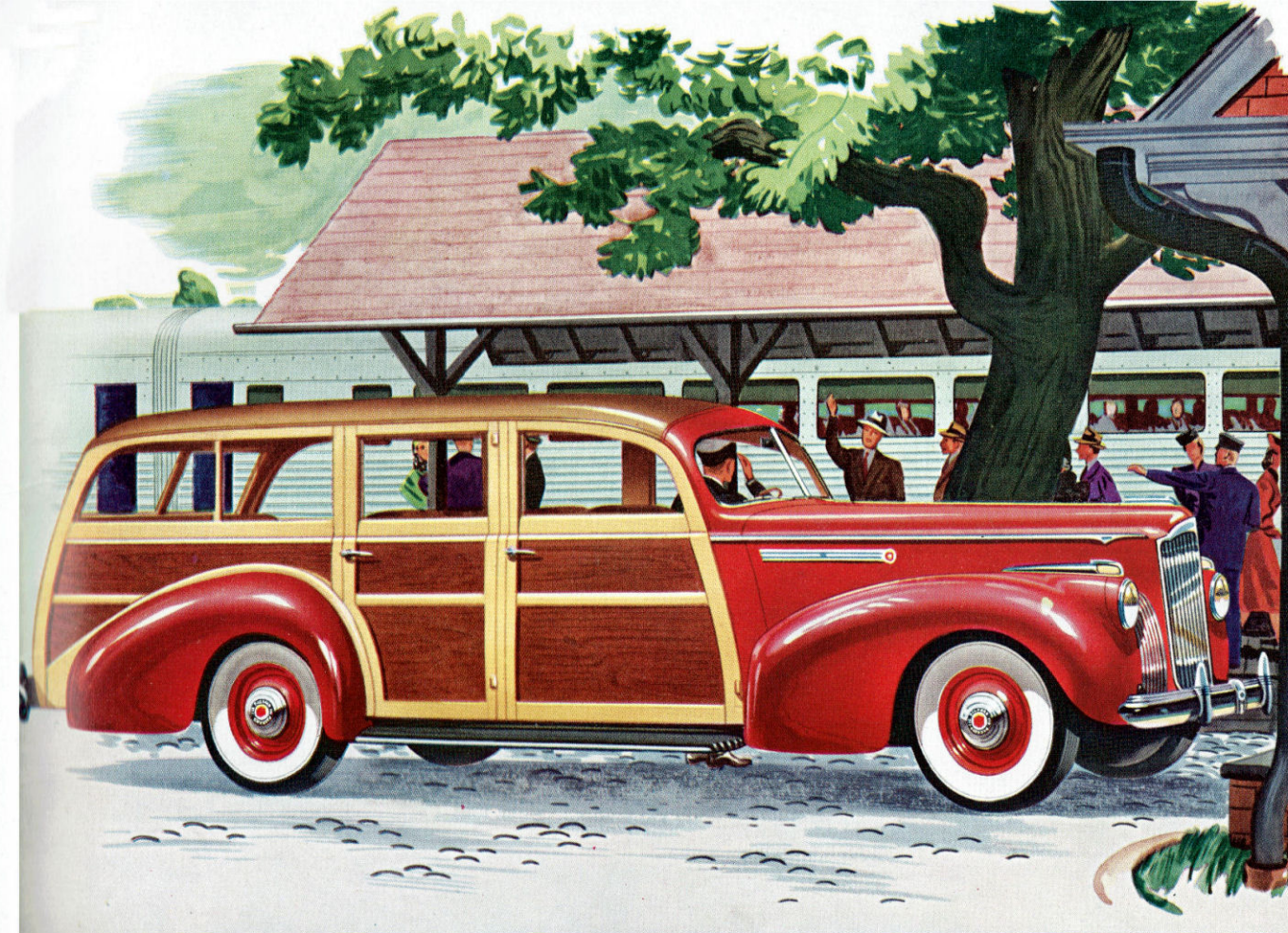
An oasis for 6! Cooled air is distributed evenly throughout the car by a powerful electric blower . . . is constantly circulated without drafts or pressure. No undue dampness or dryness.



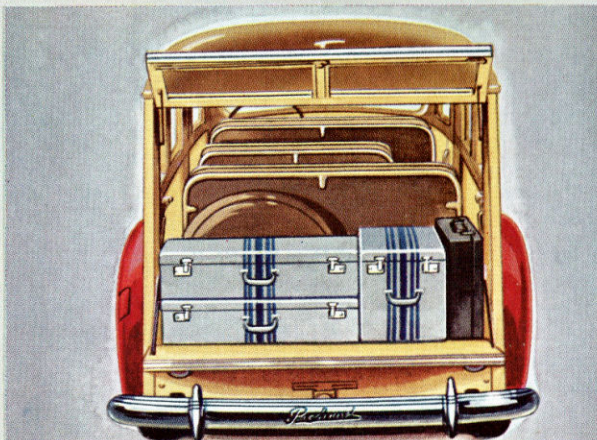
Where to go for hay fever? If you can't get away to the north woods when pollen and dust are doing their irritating worst—get into an Air Conditioned Packard. Breathe clean, filtered air!



No dust—no noise—no insects! Air Conditioning permits keeping windows closed on hot, dusty summer days. You go in quiet—and arrive as cool, clean and fresh as when you started.



Five cars in one! . . . This Packard offers no less than 5 different arrangements of seating accommodations and luggage space. See diagrams above: (1) All seats in use—room for 8; (2) Rear seat in place of middle seat; (3) Tail gate lowered holds more luggage; (4) Quickest change—rear seat removed; (5) Room for 3—luggage for a house party!

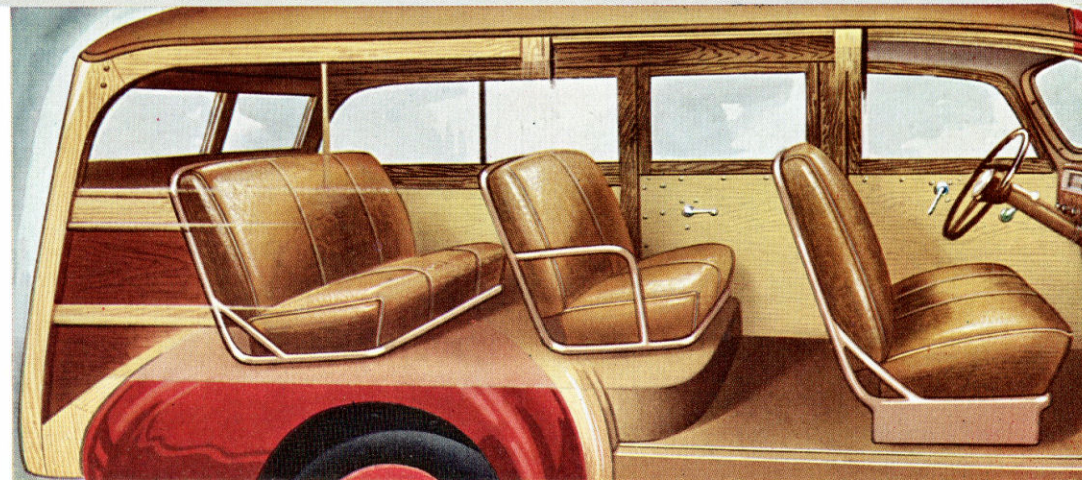


Unlike most station wagons, the floor in a Packard is low-level with lowered tail gate. More convenience, and more room for luggage—especially tall, bulky pieces. Tail gate is sturdily built to support as much as 400 pounds.

FOR A STATION WAGON OF DISTINCTION . . .

Here, any Packard Station Wagon owner will tell you, is the smartest investment in ultra-smart transportation for 1941. Your inspection will bear this out—when you see what a match Packard beauty and excellence make for the most luxurious of station wagon bodies. Convenience and 8-passenger comfort have never been more delightfully combined with all-purpose utility.

With all seats in place, spacious accommodations for eight passengers is provided. Head room and leg room is exceptionally abundant. Rear and middle seats are quickly and easily removable and interchangeable.



the Class of '41

... for specifications that mean pride of ownership

PACKARD ONE-TEN

MOTOR • L-head type, six cylinders in line, Thermo-Strot aluminum alloy pistons with expandable type oil control rings. Bore and stroke $3\frac{1}{2} \times 4\frac{1}{2}$ inches. Piston displacement 245 cubic inches. Compression ratio 6.39 to 1. Brake horse power 108 at 3600 r.p.m. Crankshaft weight 81½ pounds. Removable precision type main and connecting rod bearings.

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

FUEL SYSTEM • Mechanical pump with filter, 17 gallon gasoline tank.

CARBURATION • Improved, single barrel down draft carburetor; automatic choke; automatic manifold heat control.

COOLING SYSTEM • Auxiliary radiator grilles in fenders; Cellular radiator core. Fan-bladed cooling tunnels. Ball bearing permanently greased and packed water pump. Cooling system capacity $3\frac{1}{2}$ gallons.

CLUTCH • Semi-centrifugal, air-cooled clutch, 9½ inches in diameter. Electromotive Clutch at moderate extra cost.

TRANSMISSION • Quiet, synchronized, carburized, helically cut gears. Handshift gear shift lever, Aero-Drive transmission at moderate extra cost.

FRAME • Tapered I-beam X member; box section side rails. Side rail depth maximum 4½ inches.

SUSPENSION • Complete Safe-T-BeX effect in front and rear.

FRONT • Packard Safe-T-BeX independent front wheel suspension. Double-acting shock absorbers. Roll control bar.

REAR • Semi-elliptical, leaf springs $54\frac{1}{2} \times 2$ inches. Rubber and special composition inserts at ends of leaves. Rubber lined spring brackets and shackles. Airplane, direct-acting, shock absorbers.

ELECTRICAL SYSTEM • Large capacity generator with voltage control. Sealed-beam head lamps.

DRIVE • Hotchkiss, through roller bearing universal joints to hypoid rear axle. No tunnels in body.

BRAKES • Servo-Hydraulic self-energizing type. Mechanical handbrake on rear wheels.

CHASSIS BEARINGS • All chassis moving parts operate on 59 ball and roller bearings and 25 rubber bushings.

CHASSIS LUBRICATION • Only 16 points on the whole chassis at 1098 miles, four at 10,980 mile intervals.

WHEELS AND TIRES • Disc wheels with 10-inch chrome hub caps. Tires 4.50 x 15, 4 ply cord.

WHEELBASE • 122 inches.

OVER-ALL LENGTH • 201½ inches.

BODIES • All-steel body. Special comprehensive insulation. Safety glass throughout. Defroster vents built-in. Two standard upholstery selections. Six standard leather choices in convertible coupe and two leather and cloth combinations at extra charge. Ten standard paint schemes. Six Multi-Tone paint choices at slight extra cost. Bright chrome hardware with plastic knobs and ornaments. Extra large trunk—17.8 cubic feet capacity. Packard Air-Conditioning at reasonable extra cost.

INSTRUMENTS AND CONTROLS • Handsome, crowned instrument panel in mahogany graining and plastic. Speedometer with translucent pointer indicating speed ranges in colored lights. Oil gauge, ammeter, gasoline gauge and engine temperature gauge. Rheostat control of instrument panel lighting.

PACKARD ONE-TWENTY

MOTOR • L-head type, eight cylinders in line, Thermo-Strot aluminum alloy pistons with expandable type oil control rings. Bore and stroke $3\frac{1}{2} \times 4\frac{1}{2}$ inches. Piston displacement 232 cubic inches. Compression ratio 6.4 to 1. Brake horse power 120 at 3600 r.p.m. Crankshaft weight 95 pounds. Removable precision type main and connecting rod bearings.

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

FUEL SYSTEM • Mechanical pump with filter, 20 gallon gasoline tank.

CARBURATION • Improved, duplex down draft carburetor; automatic choke; automatic manifold heat control.

COOLING SYSTEM • Auxiliary radiator grilles in fenders. Cellular radiator core. Fan-bladed cooling tunnels. Ball bearing permanently greased and packed water pump. Cooling system capacity $4\frac{1}{2}$ gallons.

CLUTCH • Semi-centrifugal, air-cooled clutch, 10 inches in diameter. Electromotive Clutch at moderate extra cost.

TRANSMISSION • Quiet, synchronized, carburized, helically cut gears. Handshift gear shift lever, Aero-Drive transmission at moderate extra cost.

FRAME • Tapered I-beam X member; box section side rails. Side rail depth maximum 4½ inches.

SUSPENSION • Complete Safe-T-BeX effect in front and rear.

FRONT • Packard Safe-T-BeX independent front wheel suspension. Double-acting shock absorbers. Roll control bar.

REAR • Semi-elliptical, leaf springs— $54\frac{1}{2} \times 2$ inches. Rubber and special composition inserts at ends of leaves. Rubber lined spring brackets and shackles. Airplane, direct-acting, shock absorbers. Fifth shock absorber.

ELECTRICAL SYSTEM • Large capacity generator with voltage control. Sealed-beam head lamps.

DRIVE • Hotchkiss, through roller bearing universal joints to hypoid rear axle. No tunnels in body.

BRAKES • Servo-Hydraulic self-energizing type. Mechanical handbrake on rear wheels.

CHASSIS BEARINGS • All chassis moving parts operate on 59 ball and roller bearings and 27 rubber bushings.

CHASSIS LUBRICATION • Only 16 points on the whole chassis at 1098 miles, four at 10,980 mile intervals.

WHEELS AND TIRES • Disc wheels with 10-inch chrome hub caps. Tires 7.00 x 15, 4 ply cord.

WHEELBASE • 127 inches.

OVER-ALL LENGTH • 206½ inches.

BODIES • All-steel body. Special comprehensive insulation.

Safety glass throughout. Defroster vents built-in. Three standard upholstery selections. Three Multi-Tone selections at slight extra cost. Six standard leather choices in convertibles and two leather and cloth combinations at extra cost. Ten standard paint schemes. Six Multi-Tone paint choices at slight extra cost. Sparkling chrome hardware with plastic knobs and ornaments. Extra large trunk—17.8 cubic feet capacity. Packard Air-Conditioning at moderate extra cost.

INSTRUMENTS AND CONTROLS • Handsome crowned instrument panel in walnut graining and plastic. Speedometer with translucent pointer indicating speed ranges in colored light. Oil gauge, ammeter, gasoline gauge and engine temperature gauge. Rheostat control of instrument panel lighting.

"4 times out of 5"

How easy is it to own a new 1941 Packard? Let's put it this way: 4 times out of 5 the car traded in more than covers the low down payment on a Packard!

This means that monthly payments are correspondingly reduced. In fact, they are seldom more than a few dollars higher, if any more at all, than payments on much smaller, lighter cars!

Get the Packard proposition first!

ASK THE MAN WHO OWNS ONE

STANDARD EQUIPMENT • One spare wheel and tire. Special jack and tool equipment. Two interior air vents. Two automatic electric windshield wipers. Rear view mirror. Two combination tail and stop lights. Dome light. Two horns. Rube cord in 4-door sedans. Ansat cords in all sedans. Bumper and bumper guards front and rear. Rear seat center arm rest (One-Twenty only).

SPECIAL EQUIPMENT • Packard Air-Conditioning for cool summer comfort. Packard Electromatic Clutch for simpler, easier driving. Packard Aero-Drive for fuel economy and engine smoothness. All factory installed at moderate extra cost. #White sidewall tires and Multi-Tone color harmonies at modest extra cost.

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