

PACKARD

SINGLE-SIX

PACKARD SINGLE - SIX

MODELS 226 AND 233



THE TOURING—FIVE PASSENGERS

THE SEDAN—FIVE PASSENGERS

THE COUPE—FOUR PASSENGERS

THE SPORT—FOUR PASSENGERS

THE TOURING—SEVEN PASSENGERS

THE SEDAN—SEVEN PASSENGERS

THE COUPE—FIVE PASSENGERS

THE RUNABOUT—FOUR PASSENGERS

THE PERMANENT TOP TOURING — FIVE PASSENGERS

THE SEDAN LIMOUSINE — FIVE PASSENGERS

THE SEDAN LIMOUSINE—SEVEN PASSENGERS

SPECIFICATIONS

MOTOR—Six cylinders cast in one block. Three-point suspension. Cylinders, L-head type, bore $3\frac{3}{8}$ ", stroke 5". Fitted with detachable cylinder head.

HORSE POWER—S. A. E. rating 27.34. Block test actually develops more than 54 horsepower.

IGNITION—Generator, battery and Packard-Delco distributor.

STARTING SYSTEM—Starting motor independent of generator.

LIGHTING SYSTEM—Electric heads, auxiliary, instrument board, tonneau, dome, compartment, and combination tail and stop lights. Current furnished by separate generator, six volts.

CRANKCASE—Aluminum alloy, heavily cross ribbed for rigidity.

CRANKSHAFT—Seven main bearings. Individual oil duct to each bearing.

CONNECTING RODS—Drop forged. I-beam section.

COOLING SYSTEM— $4\frac{7}{8}$ gallon capacity with automatic thermostat to regulate temperature of water.

LUBRICATION—Pressure feed. All motor bearings supplied with oil under 20 to 25 pounds pressure at normal speeds.

GASOLINE SYSTEM—Vacuum feed. 19-gallon capacity, with dash gauge.

FUELIZER—Packard fuelizer is standard equipment on all new cars. Promotes quick, smooth operation, even in zero weather. Reduces formation of carbon on spark plugs and cylinder heads, gumming of valves and dilution of lubricating oil. Contributes to gasoline economy. Automatic in action, entailing no additional moving parts.

CLUTCH—Dry plate with five driving and four driven plates. Positive and dependable in action.

TRANSMISSION—Three speeds forward and reverse, selective type. Speedometer driven by gear at end of transmission shaft.

FRAME—Pressed steel, $7\frac{1}{2}$ " deep in the 126" wheelbase; 8" deep in 133".

SPRINGS—Semi-elliptic, front and rear. Front 38" long, 2" wide. Rear 54" long, $2\frac{1}{4}$ " wide.

BRAKES—Service braking on all four wheels. Internal expanding front and external contracting rear. Hand brakes, separate internal expanding on rear wheels.

STEERING GEAR—Worm and split nut type. Accessible and easily adjusted and lubricated. Steering column braced at instrument board. 18" steering wheel.

REAR AXLE—Semi-floating type. Housing of pressed steel with reinforcement of steel tubes. Axle shafts of chrome vanadium steel.

WHEELS—Wood, artillery type, except on sport model which has detachable steel disc wheels, five in number.

FENDERS—Semi-crown type.

TIRES—33" x $4\frac{1}{2}$ " rib-tread front and non-skid rear.

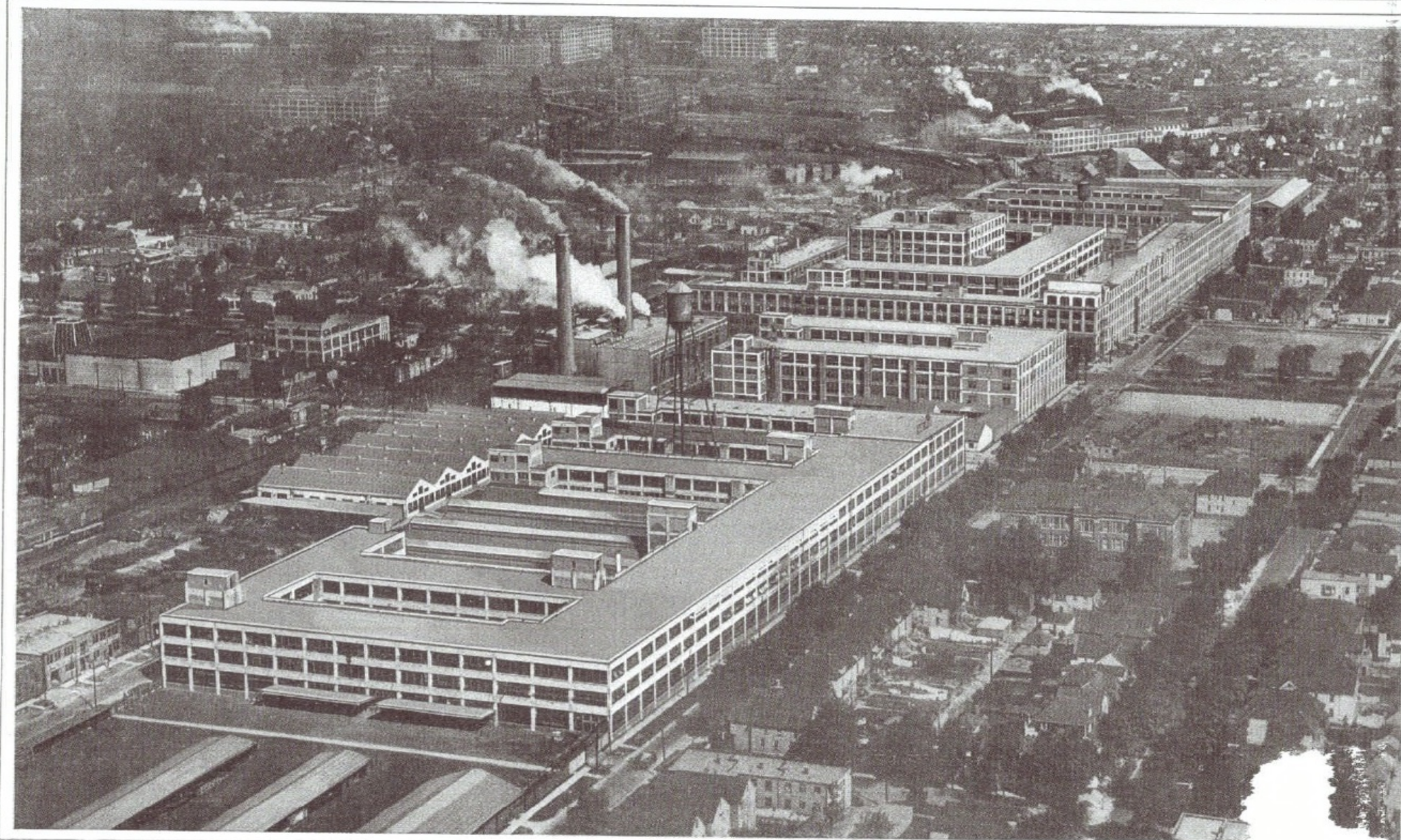
WHEELBASE—126" and 133".

TURNING RADIUS—Model 226: 21' 6". Model 233: 23' 6".

PAINTING—Open models: body, bonnet and wheels, Packard Town Car Blue, medium, striped with gold. Fenders and running gear, black enamel. Enclosed models: above belt, black. Below belt, standard Packard Blue, striped with gold. Fenders and running gear, black enamel. Radiator shells and lamps on all models are heavily nicked.

STANDARD EQUIPMENT—Electric starter, generator and storage battery; speedometer and clock; electric head, auxiliary, instrument board, rear, stop signal, tonneau, dome, and roadster compartment lights; head and auxiliary lights combined in one reflector, equipped with non-glare lenses; electric rear lamp combined with electric license tag illuminator and stop signal; motor driven horn; rear vision mirror; windshield wiper; smoking sets and vanity cases in all enclosed bodies except in four-passenger coupe, which is fitted with smoking set; tool roll with complete equipment of tools; one ton jack; rear tire carrier for one extra tire with self-contained lock and one extra rim; spare wheel and carrier on sport car with integral lock; rim changing equipment as required; snubbers, front and rear; motometer; gasoline gauge mounted on instrument board; wood wheels standard on all models except sport, which has five detachable steel disc wheels.

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



THE PACKARD MOTOR CAR COMPANY

PACKARD motor cars are built in one of the largest, most modern and most complete manufacturing plants in the automobile industry.

The plant is a full mile in length from the storage sheds and huge body shop in the foreground to the forge and foundry buildings indicated by three clouds of escaping steam. In the center, at the right of the power plant is the Service building in which spare parts for all model Packards, past and present, are produced and kept in stock.

Back of this great factory are assets of more than \$51,000,000, devoted exclusively to the making and servicing of Packard products.

The modern, well-lighted and well-ventilated buildings afford a pleasant working place of over 70 acres of floor space for the thousands of men who convert raw materials into Single-Six and Straight cars. Eighty-one major skilled trades are represented among the men who are giving their best to the building of Packard.

PACKARD SINGLE - SIX

MODELS 226 AND 233

IT is now nearly three years since the Single-Six was first offered to the public. It was a car that had no distinct price class waiting for it. It had to be sold to men who had paid either less or more for their motor cars. Today, some 40,000 Single-Sixes are in operation—thousands of owners reporting that they are happier than they have ever been in the ownership of any car.

Now comes a new model Single-Six; one retaining all of the good points of the previous car with certain refinements and additions. These are, a gasoline gauge on the instrument board; tonneau light in the open cars; windshield cleaner and rear-vision mirror in all cars; vanity case and smoking set in the closed cars; built-in Packard type stop signal; outside mounting of battery and container; easier steering through the use of larger steering wheel and ball bearing steering knuckles; four-wheel brakes.

The 226 and 233 models have all of the economy features of the cars now making low operating and maintenance records on every street and road. With no exceptions that we know of, Single-Six owners are getting 16 to 18 and even 20 or more miles to the gallon of gasoline; 15,000 to 20,000 miles or more to the set of tires; 500 miles or more to the gallon of motor oil and, with all this, experiencing a comparative freedom from adjustments and repairs that is a revelation.

Many of the thousands of Single-Six owners formerly owned cars costing not more than half as much as the Single-Six. Many owned cars costing much more. Both classes are finding in their new cars lower operating and maintenance costs than in any previous experience.

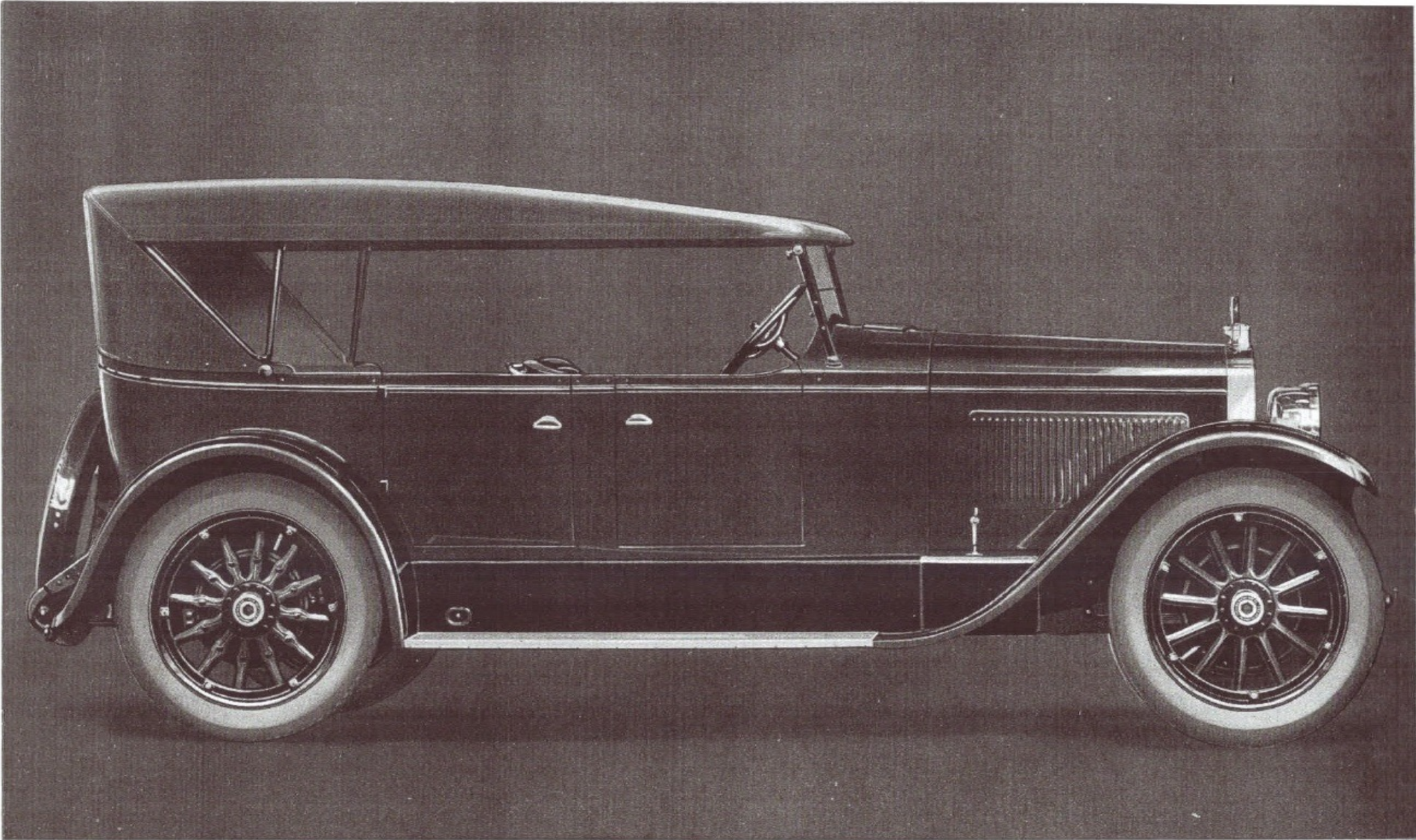
The Single-Six is a true Packard—a car of distinction, beauty, comfort, ability, and a model of simplicity. The chassis is a trim thing of beauty in itself. Its every part is one of studied accessibility. It requires the minimum of routine care on the part of owner or driver. For example, it has but half as many points requiring lubrication as cars of more complicated design.

The new models are built in two wheelbase lengths—126 inches and 133 inches. Eleven beautiful models are offered, four open and seven closed. The bodies are exceptional in striking simplicity of line, in comfort, in fittings and in quality. Packard bodies are built as one builds a fine home. Nothing but the best can go into them, no matter how hidden the part may be.

The Single-Six combines in one car every desirable motor car advantage—reasonable first cost, long life, distinction, beauty, comfort, safety, ability and last but by no means least, economy in operating and maintenance charges.

Ask any of the 40,000 men who own one.

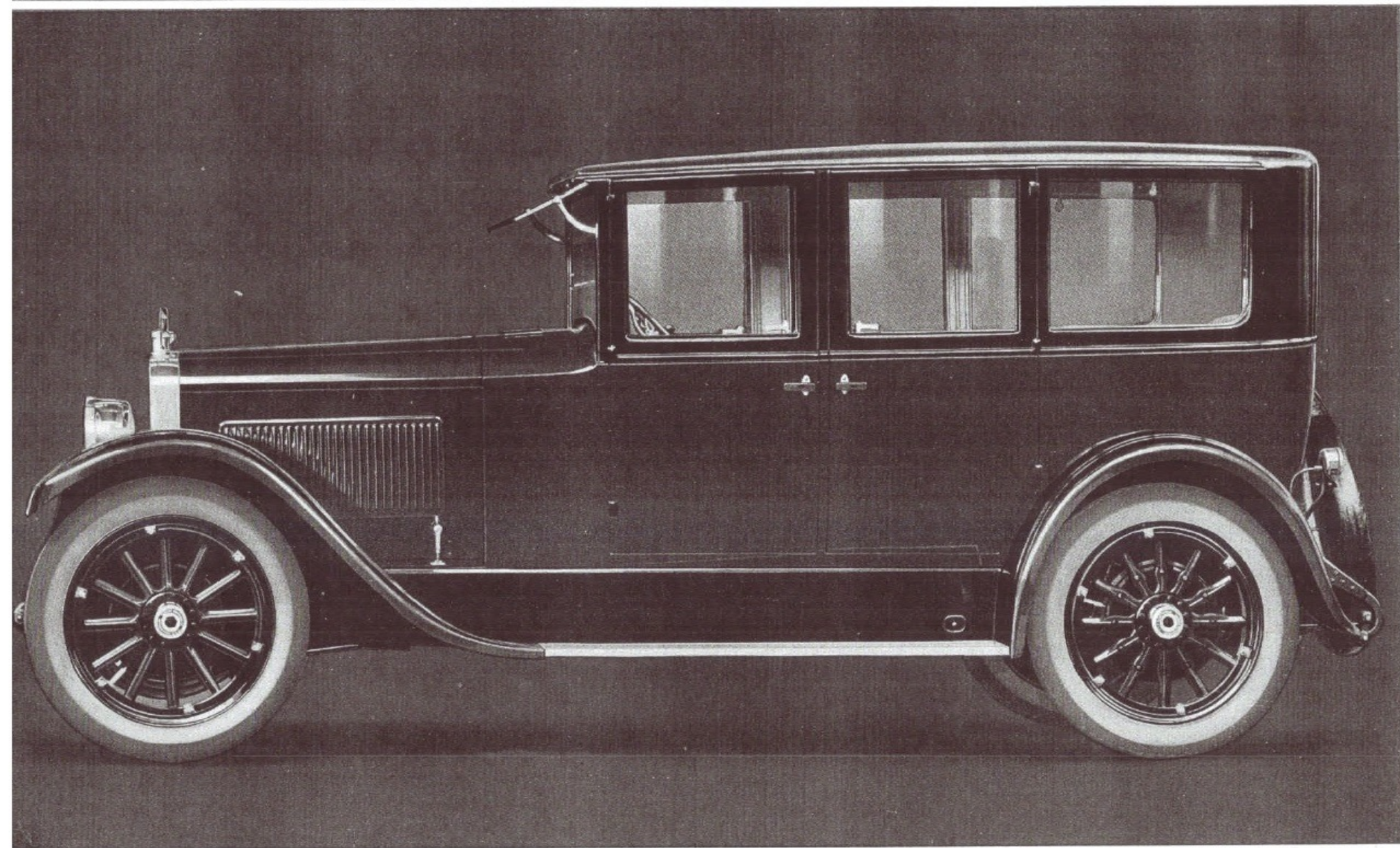
ONLY PACKARD CAN BUILD A PACKARD



T H E T O U R I N G F I V E P A S S E N G E R S

*T*HIS is an ideal car for the smaller family or those who care for a little more intimate open car. It is upholstered in hand buffed, brightly finished, highest grade leather. The top and curtain fabric is made of

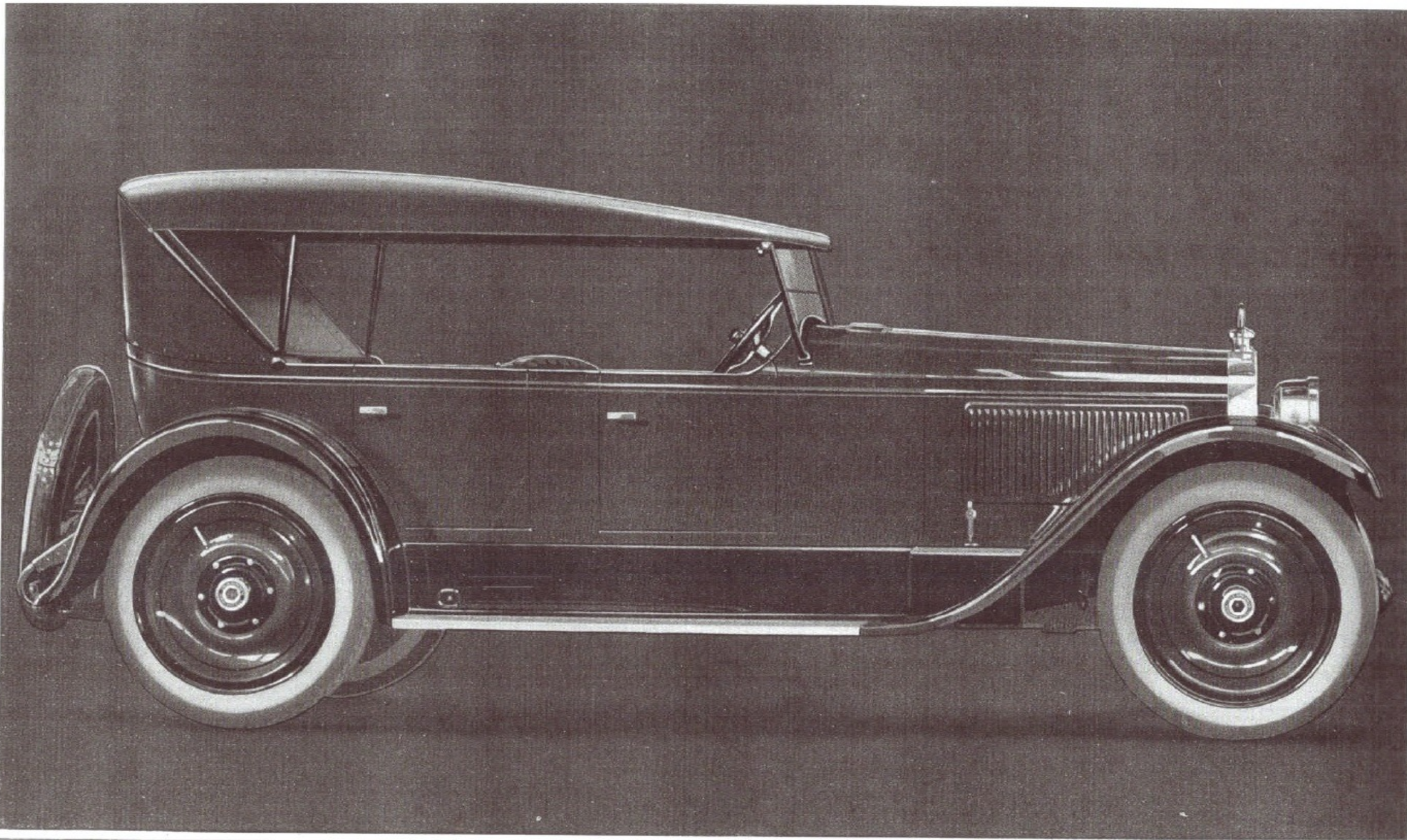
a double texture material produced especially for Packard. The top and windshield are designed to conform perfectly with the long, graceful lines of the body. This car is 126" in wheelbase length.



T H E S E D A N F I V E P A S S E N G E R S

*Q*UITE generally an owner-driven car and well suited to the average family's requirements. Upholstered throughout in selected fabric. A complete toilet and smoking set is furnished as standard equipment in

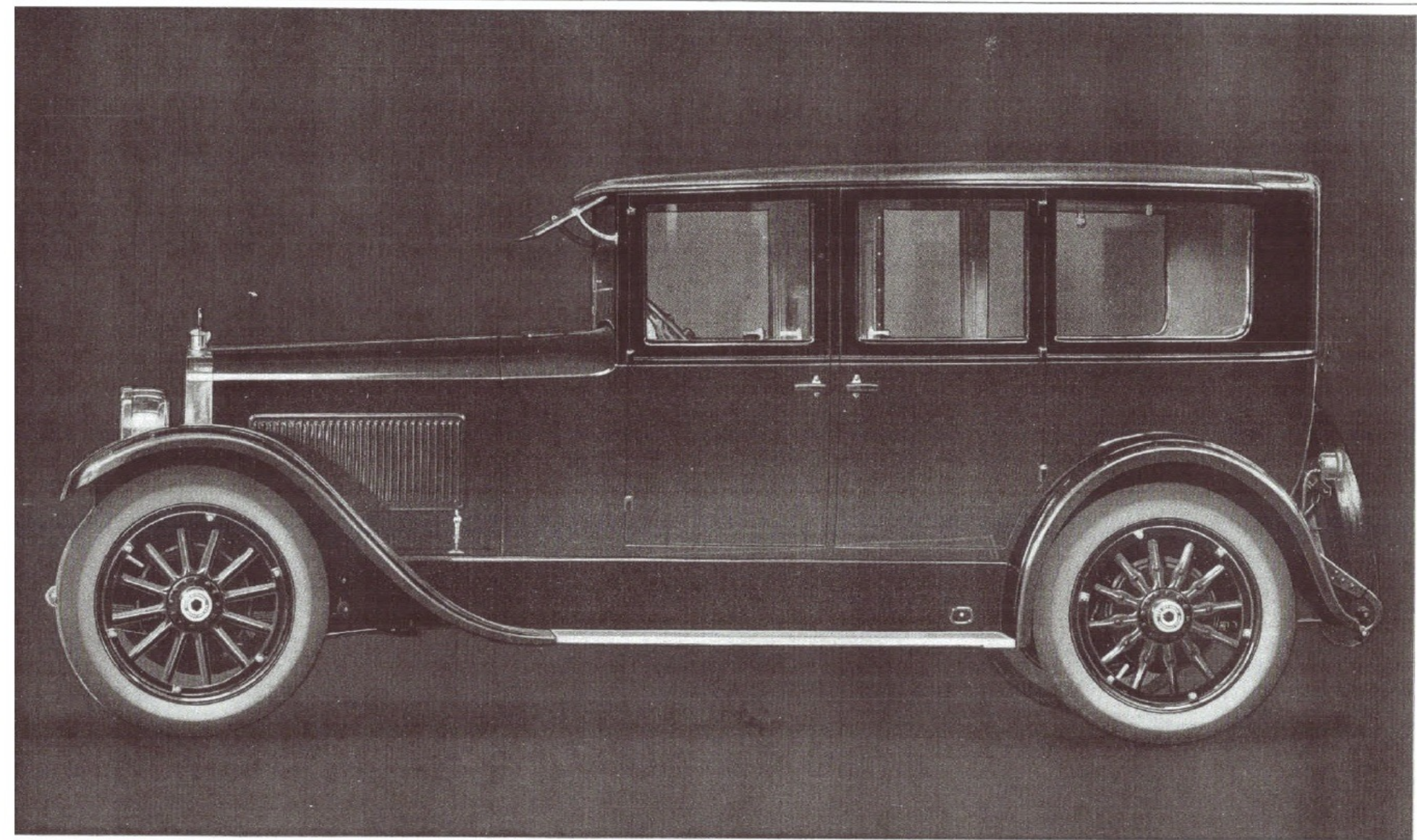
this, as in the other five and seven passenger enclosed models. An improved cowl ventilator, quickly adjustable to three positions affords fresh air in all bodies without objectionable drafts. 126" wheelbase.



T H E S P O R T ~ F O U R P A S S E N G E R S

*U*NDoubtedly, along with the Straight-Eight model, the best looking sport car on the market. With longer cowl and lower body, the top and windshield set low, it offers a racy and very smart appearance.

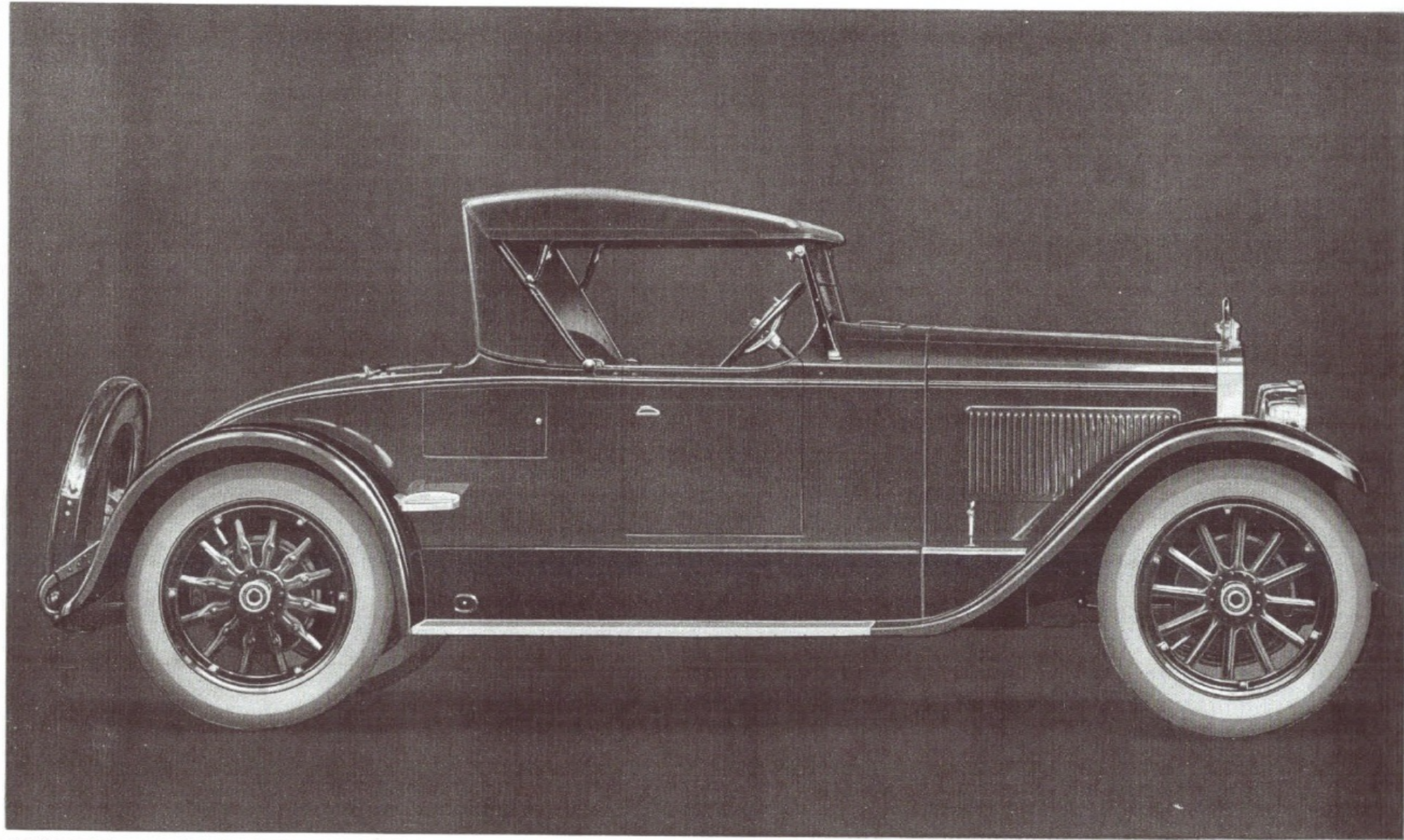
Compartments built into the rear of the front seat afford space for tools, and gloves and small packages. Five steel disc wheels are furnished on this model, one being carried as a spare. 126" wheelbase.



T H E S E D A N L I M O U S I N E ~ F I V E P A S S E N G E R S

A plate glass partition can be lowered to make this a one compartment car when desired. An electric telephone affords communication with the driver when used as a two compartment car. This as well

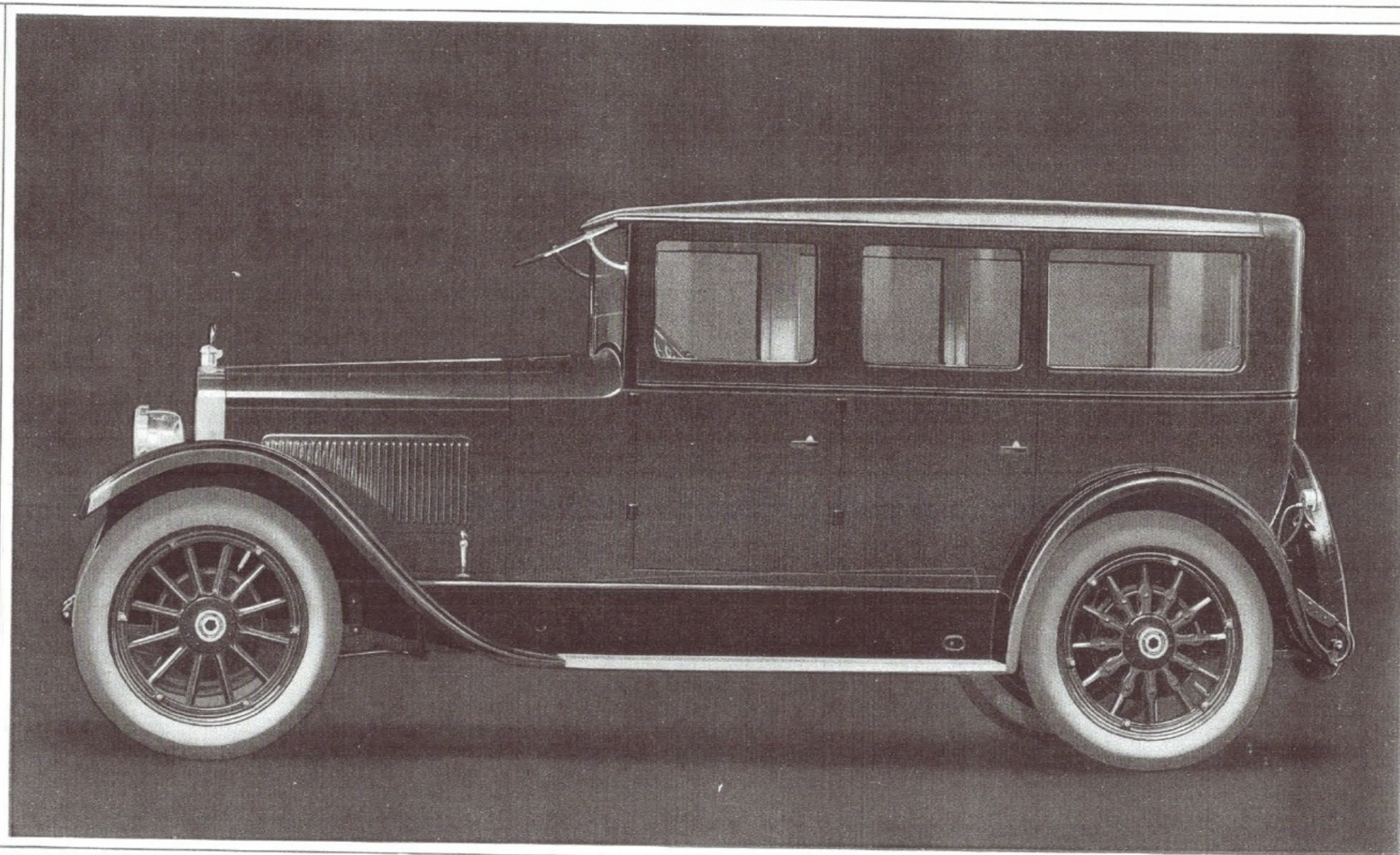
as the other enclosed models is fitted with a dome light and a windshield sun visor, adjustable to the level of the driver's eyes. Front door pull-to handles fit snugly into recesses in the doors. 126" wheelbase.



THE RUNABOUT — FOUR PASSENGERS

THIS new runabout has ample room for two passengers in forward compartment and two additional in a folding seat that fits flush within rear deck when not in use. This car is ideally suited to business or recreation use.

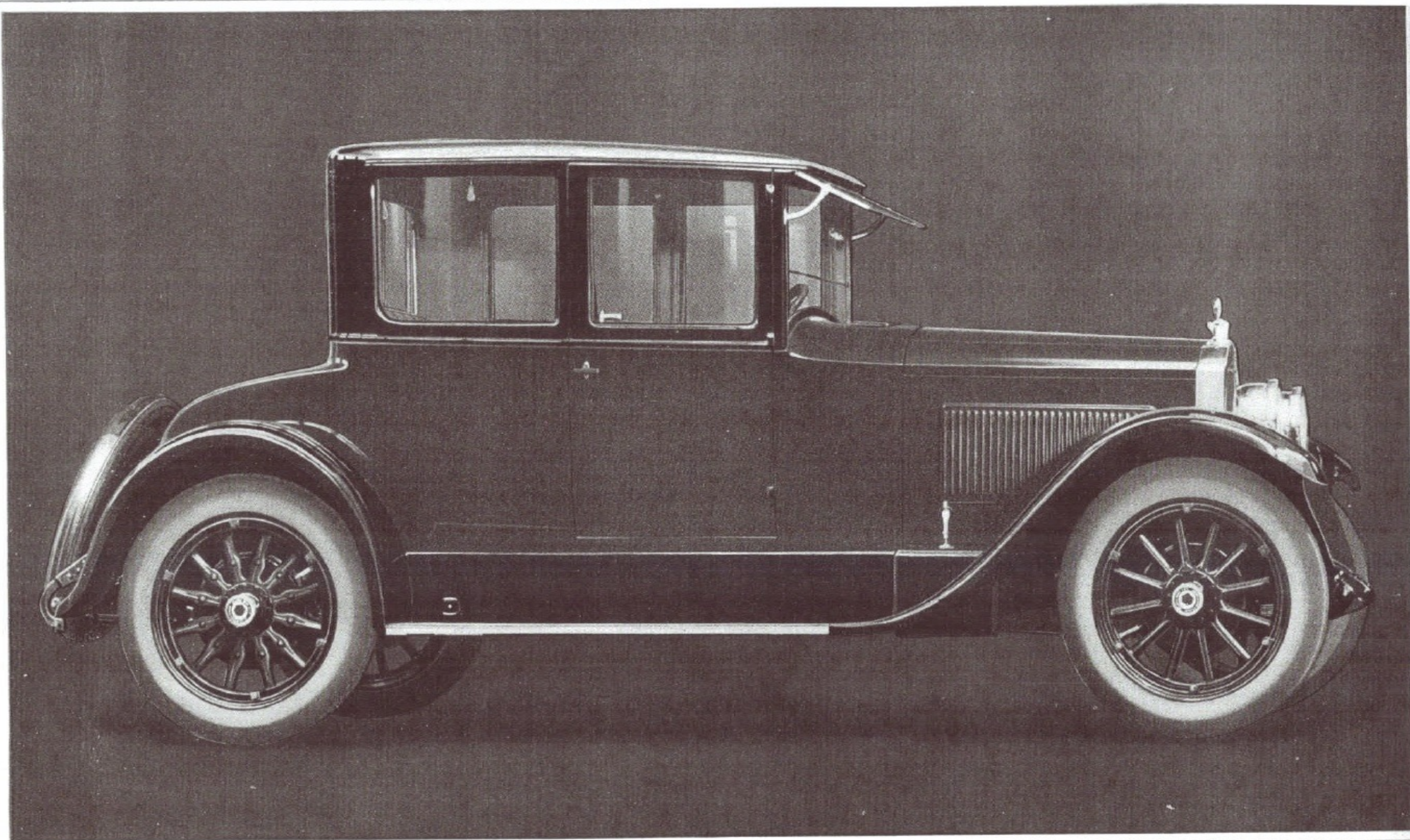
Golfers will appreciate the full width golf bag compartment, with the door on either side fitted with a Yale lock. The compartment has an electric light which operates automatically as the door is opened. 126" wheelbase.



THE PERMANENT TOP TOURING — FIVE PASSENGERS

THIS car provides ready convertibility from an open to a closed car, and vice versa. Detachment and storage of windows are easily and quickly effected. Especially adapted to localities where extremes of weather are

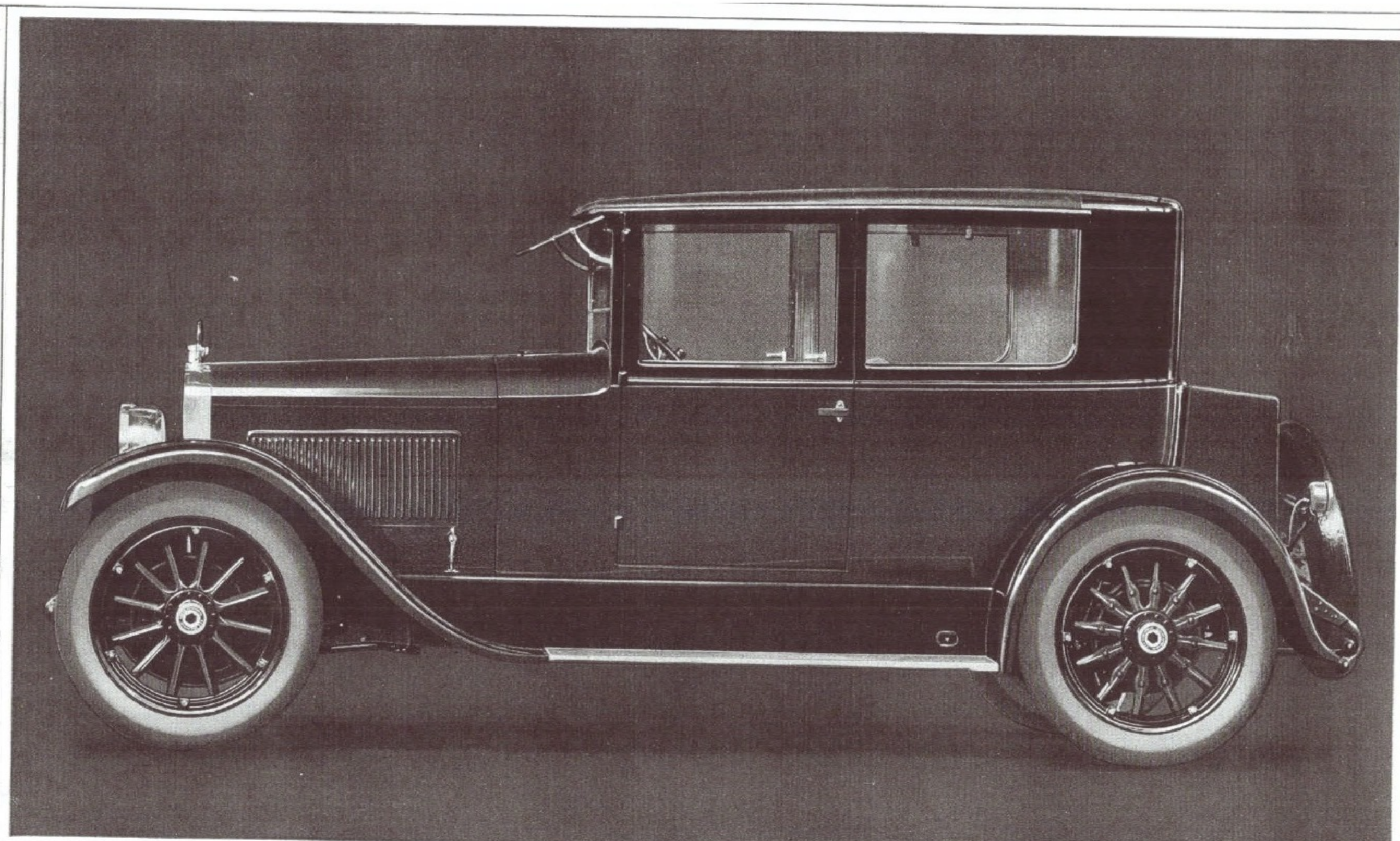
not great but where there is enough disagreeable weather to make one wish for a closed car at times. A combination car that is free from the rattle and squeak annoyances of most cars of its type. 126" wheelbase.



T H E C O U P E ~ F O U R P A S S E N G E R S

*F*OR those who wish to carry no more than four in an enclosed car, this commodious coupe is most acceptable. All window and door glasses are of heavy plate and lower flush with sills. Silk curtains on spring rollers

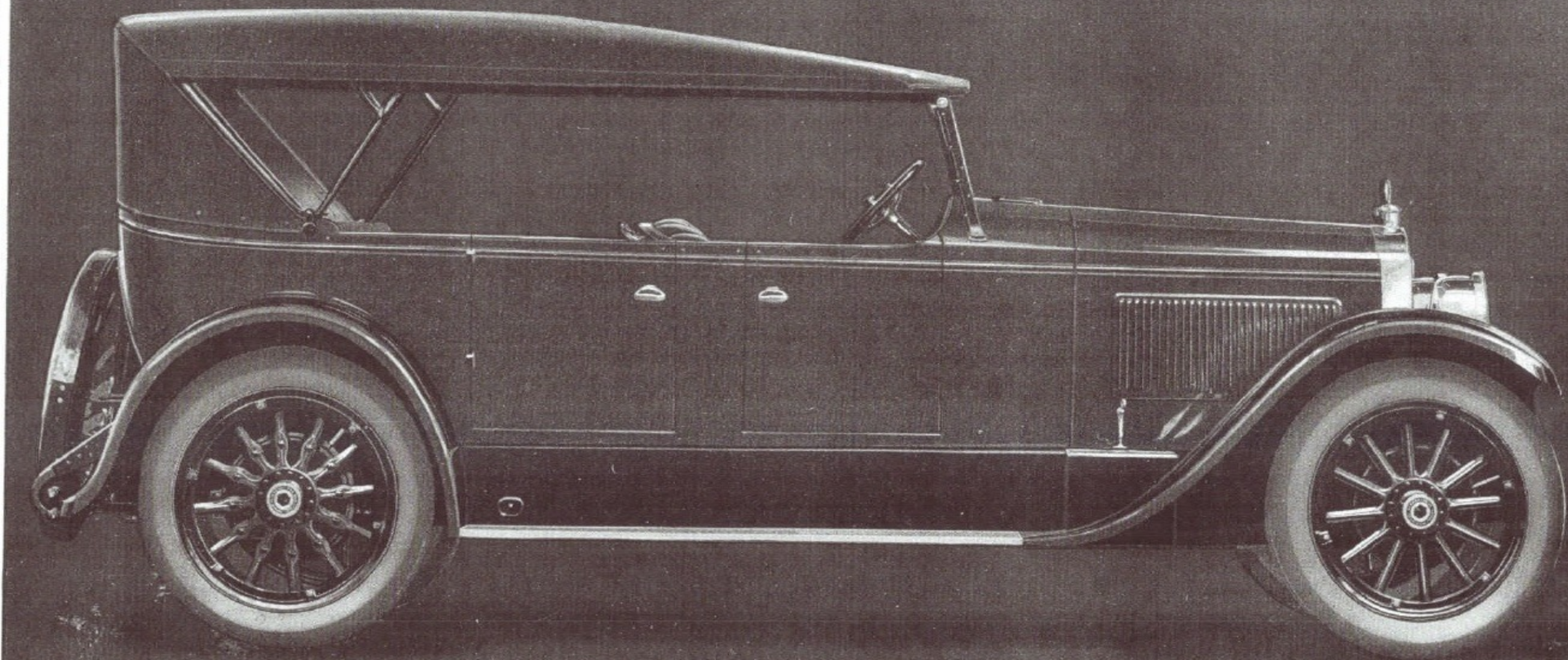
are standard on all enclosed models. A beautiful and serviceable smoking set is included as standard equipment. The rear compartment affords plenty of baggage room and is fitted with a Yale lock. 126" wheelbase.



T H E C O U P E ~ F I V E P A S S E N G E R S

*S*OME want a closed car that will carry five passengers with a little more intimacy than the sedan. For these is offered a larger coupe. All passengers have plenty of room, the seat next to the driver

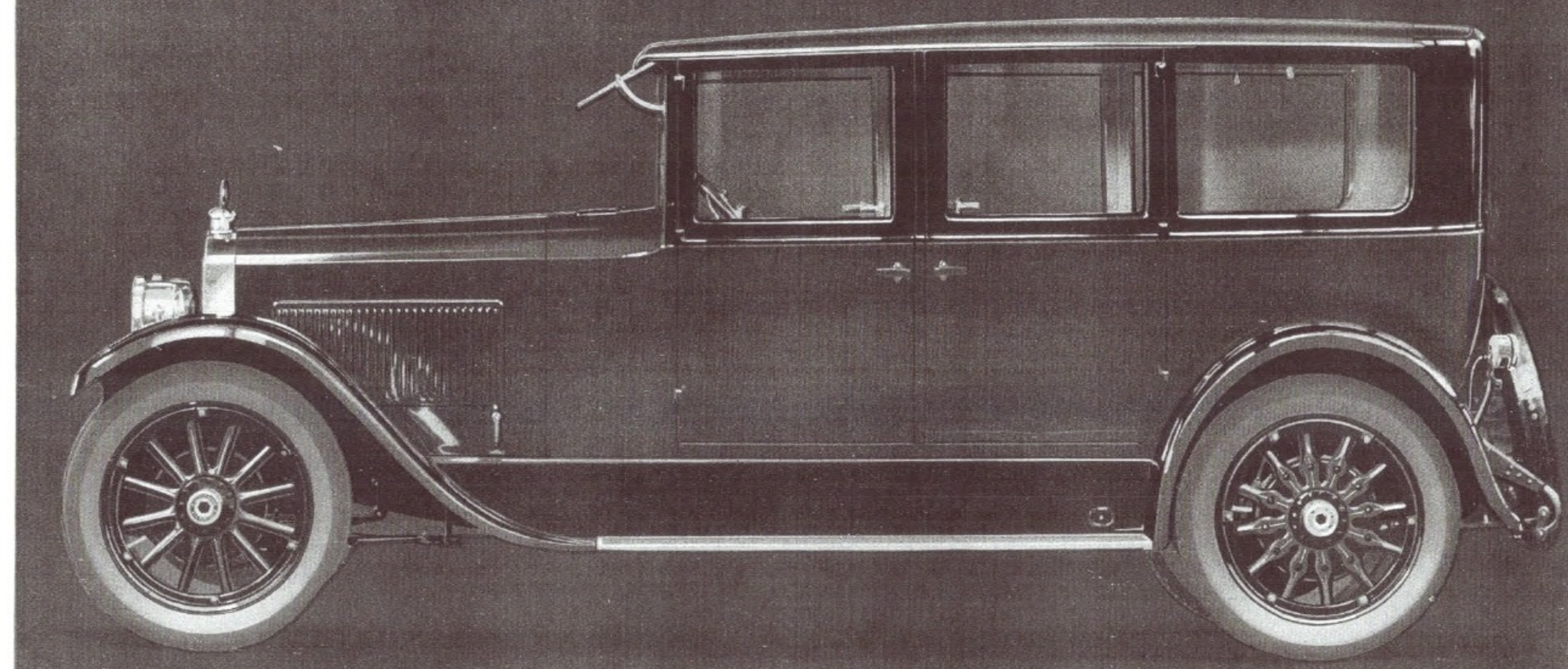
being full sized and not of a collapsible nature. A neatly designed luggage trunk at the rear with hat box and suit cases lends a sports touch and is most useful when touring. 126" wheelbase length.



T H E T O U R I N G S E V E N P A S S E N G E R S

*O*FTEN an open car with capacity for extra passengers is desirable. This car, with wide and deep front and rear cushions and large and comfortable folding seats accommodates seven adults. All open models

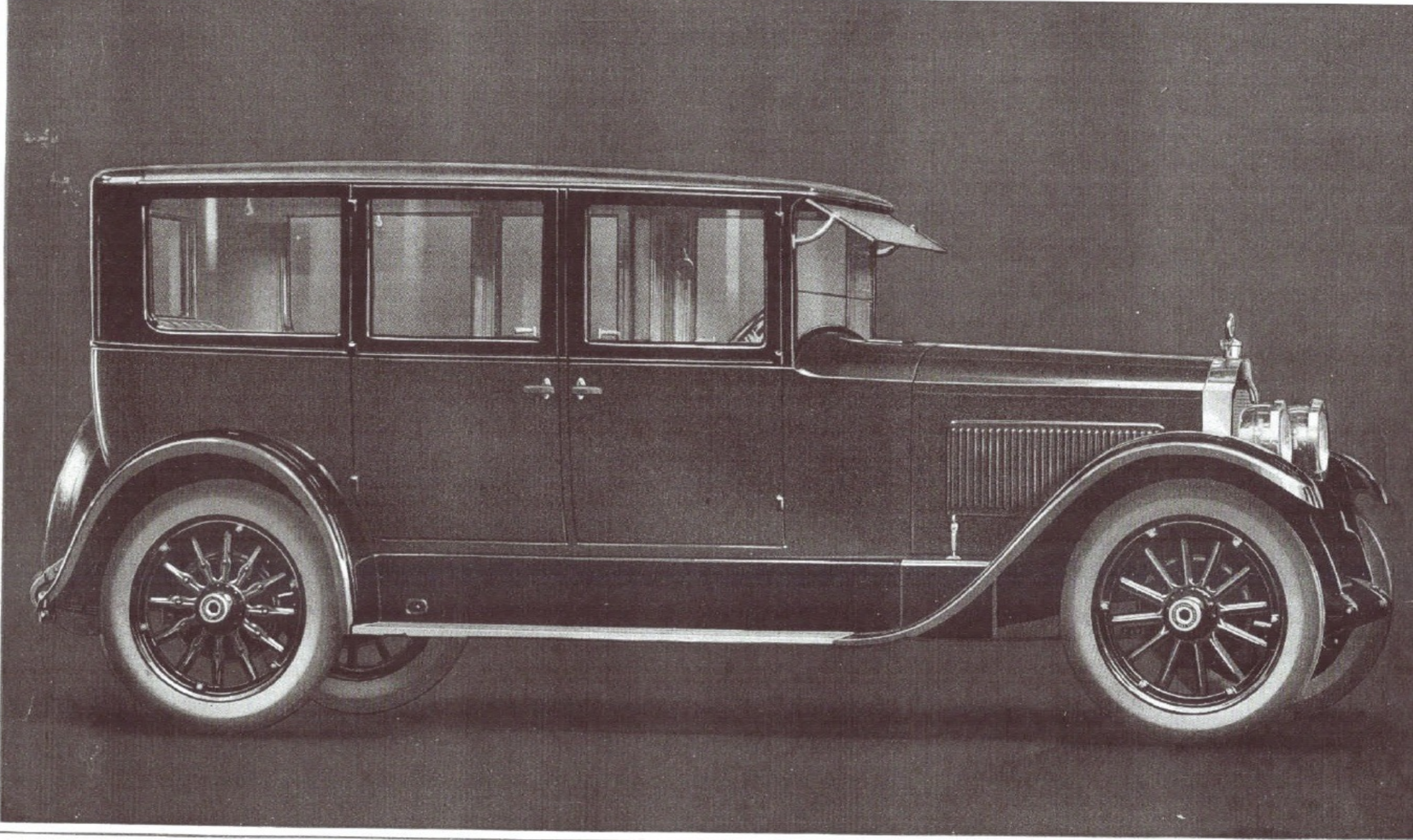
have neatly tailored curtains that fit perfectly, affording complete protection from rain and wind. All door curtains open with doors. When not in use curtains are carried in the left door pockets. 133" wheelbase.



T H E S E D A N S E V E N P A S S E N G E R S

*G*ENERALLY an owner-driven car. Its one large compartment, with wide windows and narrow uprights affords complete vision to everyone in the car. Full sized folding seats, well upholstered, accommodate

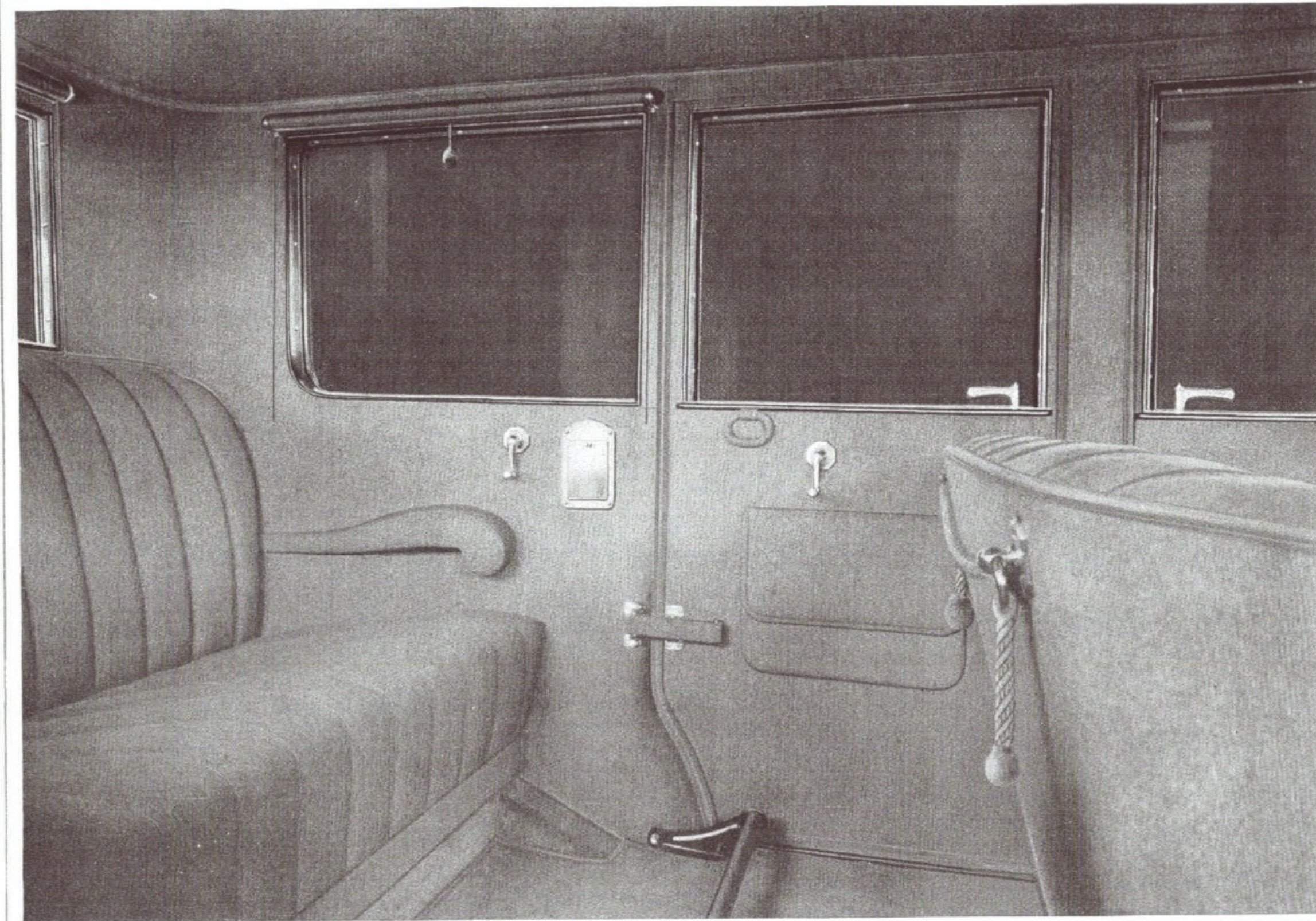
two most comfortably. All cushions and seat backs are deep and luxurious. Packard bodies are designed with the thought of every comfort and are built from the finest materials obtainable. 133" wheelbase.



THE SEDAN LIMOUSINE ~ SEVEN PASSENGERS

THIS two-compartment car will appeal to the man of large family or one who wants an unusual amount of room. All upholstery has a neatly tailored effect, due to the use of welted seams and covert tacking. The robe rail is of flexible

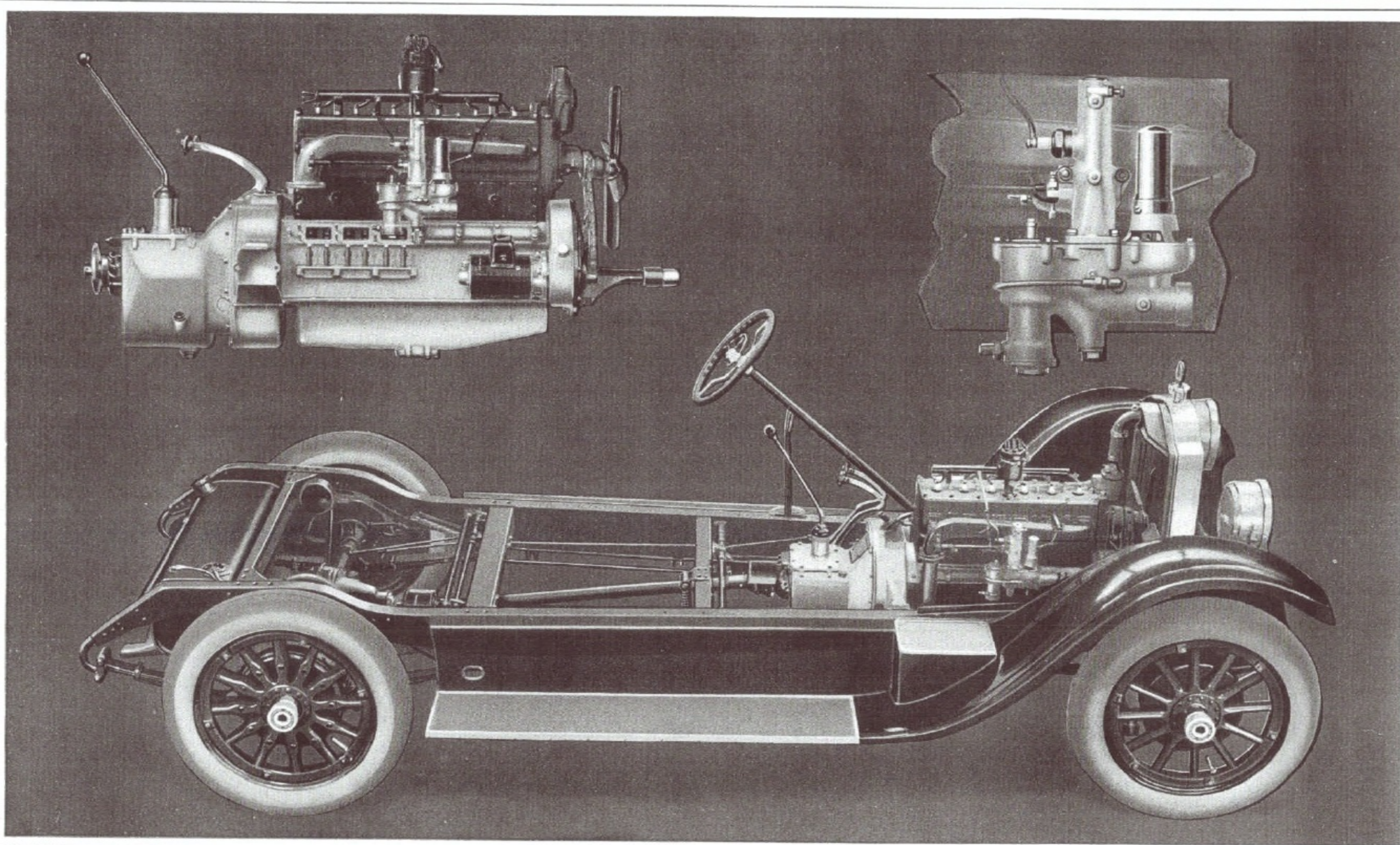
cord construction. As in the five passenger car of similar type, the front compartment is upholstered in long grained, hand buffed leather below the belt. A carpet backed with water proof material matches the upholstery. 133" wheelbase.



THE SEDAN ~ INTERIOR

THE enclosed cars are upholstered in heavy gray-blue broadcloth. Seat and back pleating offer a most attractive appearance. Cushions are wide and deep with luxurious springs. The Sedan Limousines have the front compartment below the belt finished in long grained, hand buffed leather. Sedan and Sedan Limousine in both five and seven passenger types are equipped with beautiful vanity case and smoking set of Packard design. The four passenger Coupe is provided with a smoking set. No cars Packard has ever built have been more beautifully finished than the Single-Six enclosed models.

The open cars have seats and backs perfectly contoured for ease and rest in driving or riding. The best grade of hand buffed, brightly finished leather is used throughout. The top and windshield lines are in perfect accord with those of the body and chassis. Top and curtain material, of exclusive manufacture for Packard, is lined with a heavy whip cord fabric which is thoroughly waterproof. In the five and seven passenger cars, tonneau light, metal robe rail and foot rest are standard equipment. Packard bodies in design, workmanship and material have an individuality that is exclusively Packard.



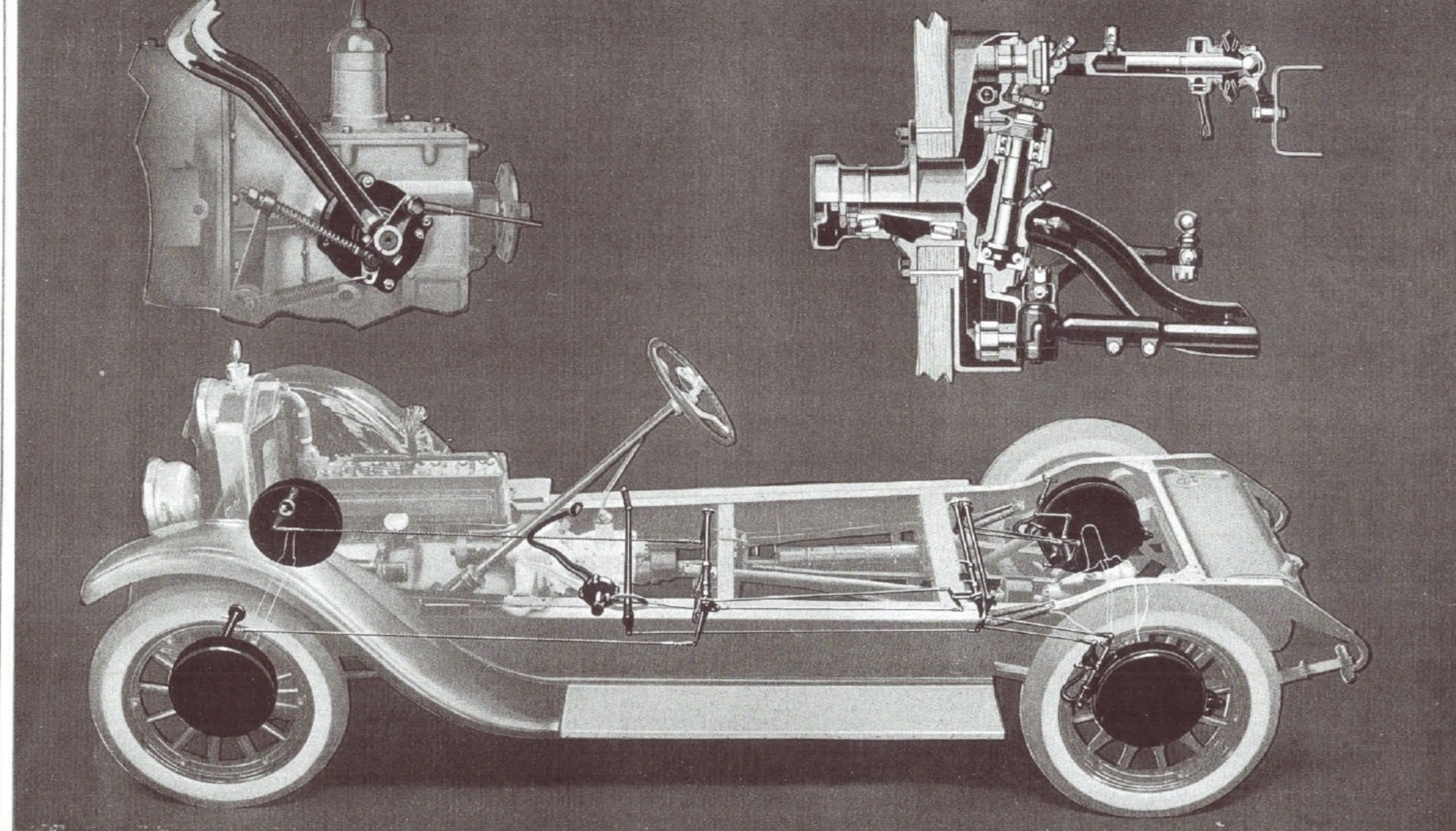
SINGLE-SIX MOTOR—The Single-Six motor, Packard in design and construction, affords ample power with a minimum of fuel and oil consumption.

SINGLE-SIX CHASSIS—The Single-Six chassis is simple and sturdy and truly Packard in every detail. Thousands of owners are finding in it long life, ability and comparative freedom from mechanical troubles.

THE PACKARD FUELIZER—A money saving and ability feature not found on other than Packard cars.

THE Single-Six chassis is a model of simplicity and accessibility. It has been designed to afford the lowest possible operating and maintenance costs. Adjustments and repairs may be made readily, thereby saving in two ways—in labor and in time out of service. All standard operations have been put on a standard and fair rate system. There is no guess work about either the work to be done or the charge to be made when a car is left at a Packard service station. The best in design, material and workmanship, makes the necessity for mechanical attention infrequent. When it does come, Single-Six owners have

advantages no others have at present. A study of the Single-Six chassis discloses that it is an easy car to care for and naturally, that it is likely to be better cared for because of this feature. For example, there are but half the number of points requiring lubrication found on cars of more complicated design. The battery is mounted in a container at the base of the right front fender offering greater cooling efficiency and where it can be checked for depth and strength of solution quickly and easily. The Packard engineers in designing the Single-Six have never lost sight of the interests of the owner or driver.



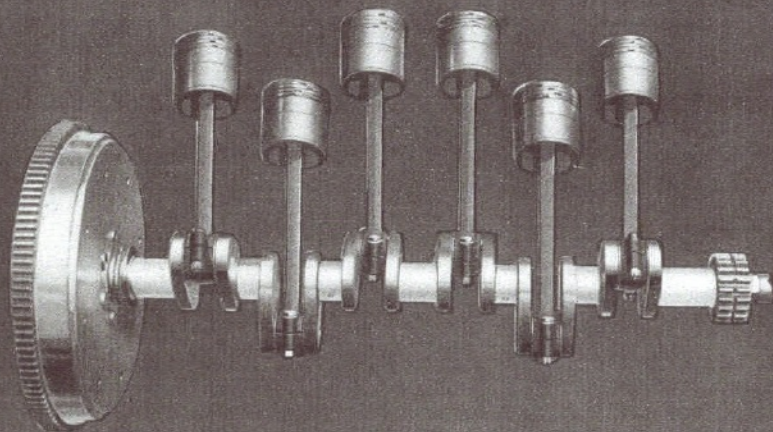
PLANETARY STEP-UP GEAR—Affords maximum in braking pressure with minimum of pedal travel and effort.

FOUR WHEEL BRAKES—In the four wheel brake system of the Single-Six, Packard offers great efficiency and ease of operation combined with extreme simplicity.

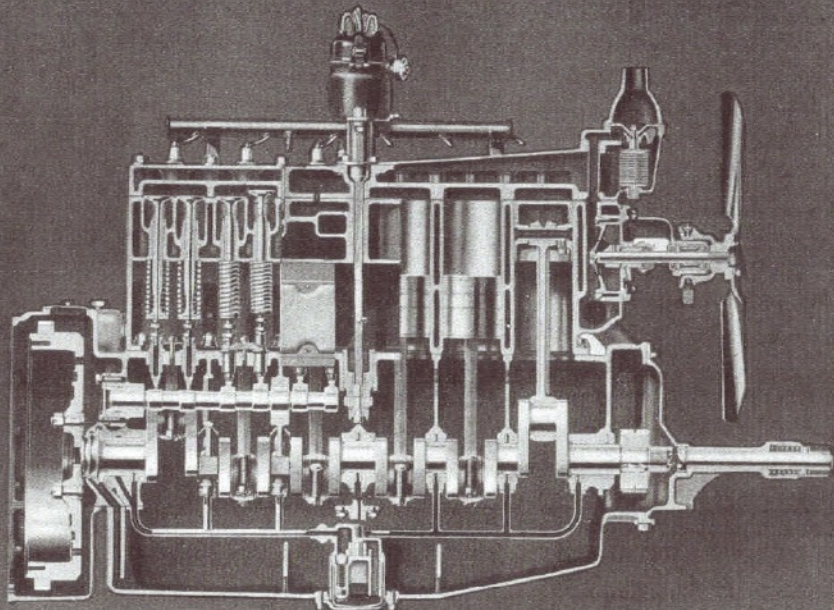
STEERING KNUCKLE CONSTRUCTION—Gives greater comfort and ease to driving control of the Single-Six.

SERVICE braking is accomplished through brakes mounted on all four wheels. The Single-Six brakes are simple in design, require infrequent adjustment and are equalized fully, fore and aft and right and left. The front wheel brakes are internal expanding and the rear, external contracting in type. The hand brakes are separate, internal expanding and are mounted on the rear wheels alone. The general result of the Single-Six system is one of balanced action, reducing the hazards of skidding, side swiping and wheel sliding on any road surface. Design is such that steering is not affected when turning corners at any angle.

Powerful braking effect is attained with short and light pedal travel through a novel planetary step-up gear which increases the pressure as the pedal is depressed. Single-Six brakes even in emergency act with great ease and directness without causing discomfort to driver or passengers. The braking strains are spread among the four wheels and tires, lengthening the life of both brakes and tires. Complete provision has been made for the elimination of rattles. The maximum of service and safety, including ability to stop quickly in emergency, is accomplished without any thought of sensational performance.



SINGLE-SIX CRANKSHAFT—Shows the seven main bearings and machined all over surfaces. Perfectly balanced and contributing greatly to freedom from motor vibration.



CROSS SECTION OF SINGLE-SIX MOTOR—Illustrates mounting of seven bearing crankshaft in rigid crankcase; camshaft and valve action; thermostat; fan, and oil pump construction.

THE 226 and 233 Single-Six models have the same simple and sturdy motor that has stood the test in nearly 40,000 cars now on the road. Owners have found in the seven bearing crankshaft and seven ribbed crankcase the foundation of freedom from vibration with resulting long motor life and quiet operation. An adequate force feed oiling system floods each moving part with oil, the life blood of the motor. The exclusive Packard carburetor and fuelizer are of course used on the new cars. These, one can get only on a Packard. Together, they result in easier starting even in the coldest weather, better acceleration, lessening of crankcase dilution and carbon deposit and in an economy of gasoline and oil that has been a revelation to new Packard owners. The cooling system is adequate, an over-heated Single-Six being a thing unknown. The water pump is fan belt driven, affording insurance against broken parts in case of freezing. Thermostatic control aids in motor efficiency and but two hose connections are found in the system—contrasting with the eight found on cars with more complicated types of motors. The electrical system is simple and made up of readily detachable units. All wires are enclosed, adding to the clean cut appearance of the motor. The frame

is of great depth and strength of material. No structure can be stronger than its foundation. The 126" wheelbase car has a $7\frac{1}{2}$ " frame; the 133" an 8" frame, both sturdily cross membered. The ball bearing steering knuckles and larger steering wheel contribute added ease in handling to a car already famous on that score. The easy action of the clutch and transmission add much to the pleasure of driving. Both are Packard in design, workmanship and material. No car has finer gears than the Single-Six. All brake connections are easily lubricated and readily adjustable. All possibilities of brake linkage rattles are reduced through the use of retracting coil springs. The torque arm relieves the effects of excessive driving strains. The wheels are made of the best materials and give great strength without heavy appearance. Anti-squeak material is used at every point where body, fenders or other parts are attached to the chassis. The gas tank capacity is ample for a 300 to 400 mile trip on the basis of 16 to 20 miles to the gallon of gasoline. A full appreciation of the mechanical features of the Single-Six can be obtained only through personal examination and a ride in the car. Packard salesmen, everywhere, are both competent and willing to give every one the complete story.