

THE NEW 1941 PACKARD

ONE-TEN SPECIAL
ONE-TEN DELUXE *and* ONE-TWENTY
ARE THE ONLY CARS IN THEIR
PRICE CLASSES THAT OFFER:

1. Instant identity. Recognition at a glance.
2. Rear springs that have "broken-in" flexibility, which stays constant without softening further. Controlled friction which automatically compensates for conditions of load, speed and temperature.
3. Long, sturdy torque arms in independent front wheel suspension system which maintain front wheel alignment—absorb extra braking stresses—offer additional safety against extreme road shocks.
4. All transmission forward speed gears in constant mesh. Silent, sure, non-clashing gear changing.
5. Nine ball and roller bearings in the transmission for smoother operation and long life.
6. Fan-Blast cooling tunnels for greater cooling efficiency.
7. Fifty ball and roller bearings—more than in the most expensive competitive cars.
8. Twenty-five anti-friction rubber bearings in the One-Ten Special—Twenty-seven in the One-Twenty.
9. Chassis lubrication simplicity. Only 15 points on the One-Ten and 16 on the One-Twenty to lubricate every 1000 miles—4 more on each chassis at 10,000 miles.
10. Triple rubber chassis insulation. First, the tires. Second, rubber bearings in front and rear suspensions. Third, rubber composition body mountings. The noise and vibration paths between the road and the body are thus completely broken three times.

PRINTED IN U.S.A.

THE
PACKARD
"NEWS"

64 of them

FOR 1941

NEW PACKARD IMPROVEMENTS FOR 1941

THIS IMPRESSIVE LIST OF THE MORE IMPORTANT IMPROVEMENTS EMBODIED IN THE NEW PACKARDS FOR 1941 GIVES A QUICK SUMMARY OF THE CHANGES FOR THIS YEAR.

- NEW* longer over-all car lengths
- NEW* lower over-all car heights
- NEW* heavier car weights
- NEW* bodies with or without running boards
- NEW* bumpers and bumper guards
- NEW* front fenders
- NEW* Sealed-Beam headlamps inset in fenders
- NEW* streamlined chrome parking lights
- NEW* larger auxiliary radiator grilles
- NEW* radiator ornaments
- NEW* longer bonnet lines
- NEW* decorative hood lock
- NEW* heavier chrome belt moldings
- NEW* trim bars on fenders—One-Ten Deluxe, One-Twenty, One-Sixty, One-Eighty
- NEW* chrome wheel trim rings—One-Ten Deluxe, One-Twenty, One-Sixty, One-Eighty
- NEW* chrome side window reveals—One-Ten Deluxe, One-Twenty, One-Sixty, One-Eighty
- NEW* chrome windshield frame—One-Ten Deluxe, One-Twenty, One-Sixty, One-Eighty
- NEW* chrome rear window frame—One-Ten Deluxe, One-Twenty, One-Sixty, One-Eighty
- NEW* window vision—162 square inches greater area
- NEW* curved one piece, heat treated glass, rear window
- NEW* coupe type trunks
- NEW* vertical spare tire mounting in sedans
- NEW* rear fenders
- NEW* gas filler door in rear fender
- NEW* tail lights
- NEW* stone guard between rear bumper and trunk
- NEW* outside locks on both front doors—One-Twenty, One-Sixty, One-Eighty
- NEW* Multi-tone paint combinations
- NEW* script model names on bonnet and trunk lid—One-Twenty, One-Sixty, One-Eighty
- NEW* single and Multi-tone interiors
- NEW* instrument panel and gauges
- NEW* oblong shaped speedometer and clock
- NEW* radio grille in instrument panel
- NEW* two-speed electric windshield wipers—One-Ten, One-Twenty
- NEW* leather piped upholsteries—One-Ten Deluxe, One-Twenty
- NEW* deeper and lower front seat
- NEW* design clear vision steering wheels
- NEW* two-tone steering wheels with horn rings—One-Ten Deluxe, One-Twenty, One-Sixty, One-Eighty
- NEW* enclosed steering column
- NEW* leather covered front arm rests
- NEW* front compartment carpet—One-Ten Deluxe, One-Twenty
- NEW* rear seat center arm rest—One-Ten Deluxe, One-Twenty
- NEW* comfort-type rear seat arm rests
- NEW* rear seat in coupes
- NEW* increased leg room in coupe rear seat
- NEW* flush fit folding seats—One-Eighty 7-Pass. models
- NEW* power operated windows—One-Eighty
- NEW* triple-tone horns—One-Sixty, One-Eighty
- NEW* pressure sealed cooling system
- NEW* non-corrosive valve stems
- NEW* streamlined cooling of exhaust valves
- NEW* precision type connecting rod bearings
- NEW* vacuumspark advance—One-Ten, One-Twenty
- NEW* improved carburetion
- NEW* five-point rubber motor mounting—One-Sixty, One-Eighty
- NEW* Electromatic clutch—special equipment
- NEW* longer frames
- NEW* opposed piston type front shock absorbers—One-Ten, One-Twenty
- NEW* direct-acting rear shock absorbers—One-Sixty, One-Eighty
- NEW* rubber insulated steering gear housing
- NEW* rubber insulated steering gear drop arm
- NEW* needle bearings in steering knuckles—One-Ten, One-Twenty
- NEW* larger tires—One-Ten, One-Twenty
- NEW* improved Handishift mechanism