



THE  
PACKARD  
EIGHT

~ PENTATHLETE



"PENTATHLON (Gk. *πεντάθλον*, quintuple contest, from *πεντε*, *pente*, five + *athlon*, *athlon*, contest). A combination of running, jumping, wrestling, throwing the discus, and casting the javelin, which formed one of the contests in Greek athletic games. The victory in the five events was settled by the wrestling, in which only the contestants victorious in the preceding events took part." (*The New International Encyclopedia*.)

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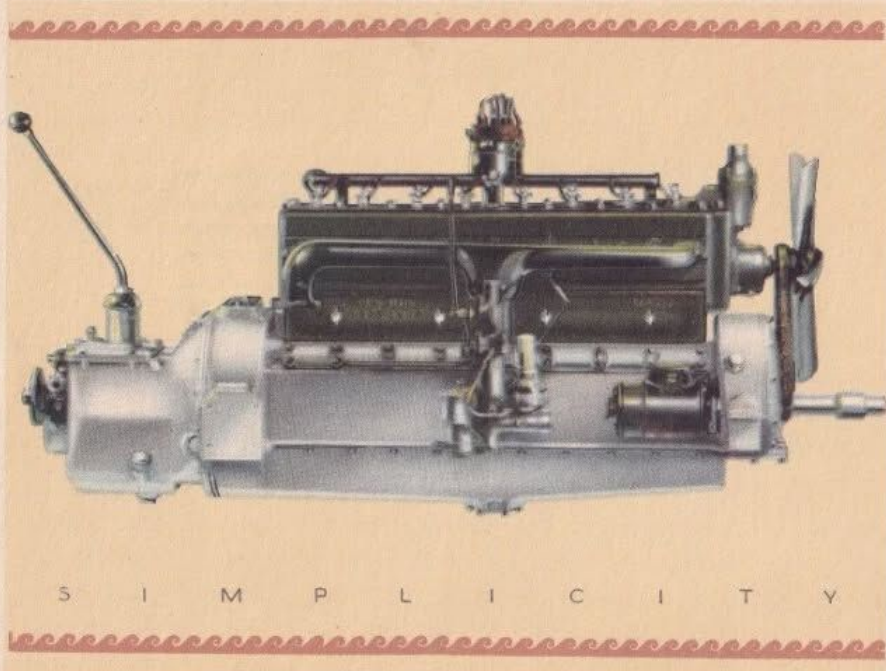
# THE PACKARD EIGHT

~ PENTATHLETE



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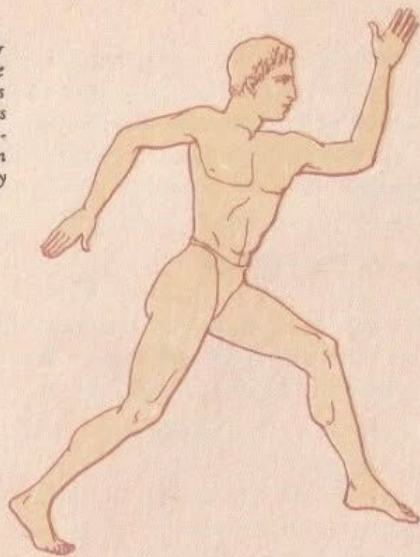
RACTICALLY everyone is familiar with the history of Ancient Greece and its games. Athletics played a prominent part in Grecian life, and when it was discovered that their contests were tending toward athletic specialization at the expense of all-around physical development, the Greeks speedily overcame this tendency by introducing the Pentathlon.

The Pentathlon was composed of contests which insured that the winner as well as every entrant would be a man of splendid qualifications—fleetness, agility, strength, endurance and beauty of physique. It is a far cry from the present day and its wonderful mechanical developments back to the days when the first Pentathlon winners were crowned and yet, we cannot help but feel that we have among motor cars a Pentathlon champion today—the Packard Eight.

All who have seen it are aware of its beauty, but only those who have ridden in it and driven it can appreciate all that it offers. It is the mechanical personification of everything that is fleet, agile and strong, and like all Packards it has endurance. No one thing in it has been developed to the exclusion of anything else. It is a true Pentathlete. And with everything else, it is a car of engineered simplicity.



"THE Pentathlon runner was a sprinter and in racing form was not unlike our modern dash runner. With palms flat, fingers outstretched, and arms swinging violently backwards and forwards, he fairly flew over the stadium or race-course, touching the ground only with the toes and balls of the feet."



F L E E T N E S S

"Comparison of the flat rate charges made for the same operation by cars in the same price class discloses some very surprising evidence of inaccessibility. One of the most frequent maintenance operations is that known as carbon removal, valve grinding and tuning of the engine. A list of flat rate charges for this work on five well known eight-cylinder cars, each of approximately the same total piston displacement, follows:

"Car A—\$14.55; Car B—\$18.40; Car C—\$25.00; Car D—\$37.50; Car E—\$42.50.

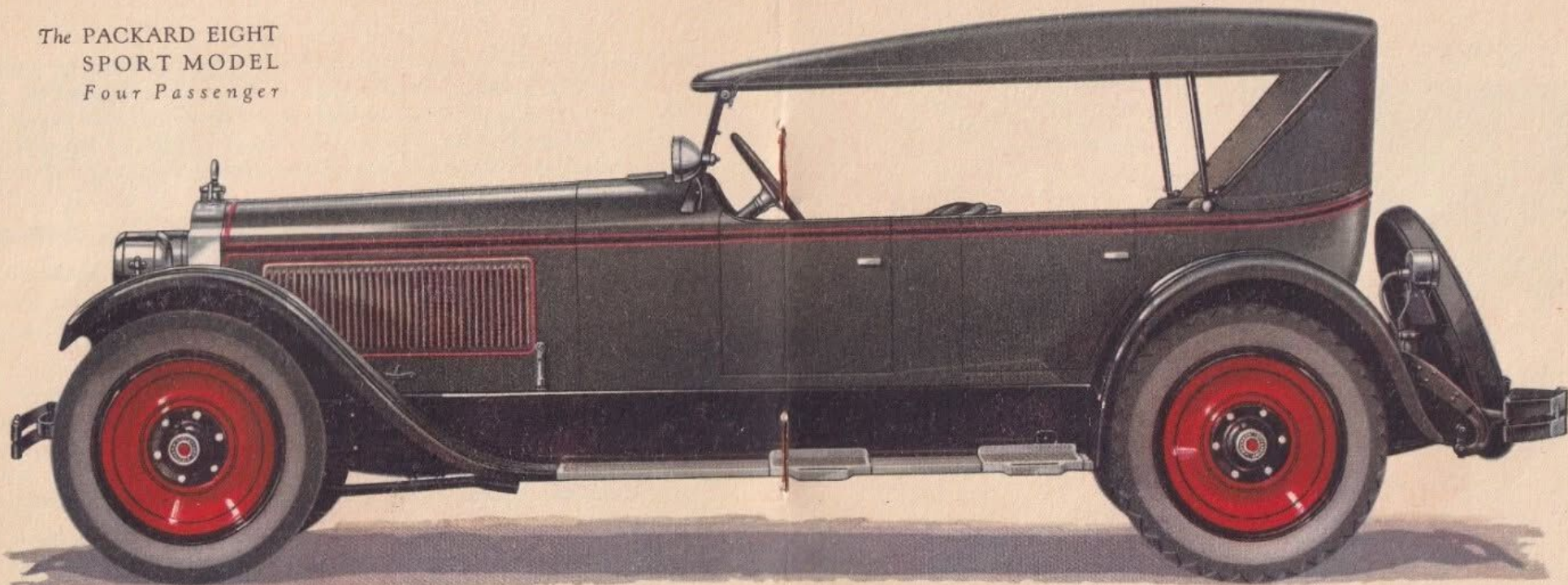
"These automobiles have approximately the same size piston and exactly the same number of valves. They will generally require this maintenance work in the same amount of mileage, yet these prices represent a 300 per cent difference in the charge for the same operation.

"Two eight-cylinder cars of about the same displacement and price show a wide difference in the cost of replacing the radiator rubber hose connections. One requires two pieces of hose of different length but of the same diameter (Car A). The other requires nine pieces of hose of five different lengths and three different diameters. This means that 18 joints must be made water-tight in the case of the second car."

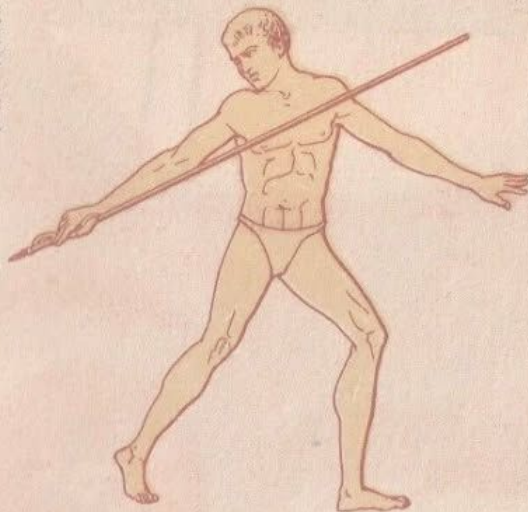
The Packard Eight owner enjoys the best in every attribute of good motor cars—with reasonable first cost and surprisingly low operating and maintenance costs. If you do not know it, let us introduce you to the Packard Eight—Pentathlete.



The PACKARD EIGHT  
SPORT MODEL  
*Four Passenger*



"TO hurl his akontian or heavy javelin, the thrower inserted his first and middle fingers in a leathern loop fastened to his akontian toward one end, balanced the shaft with his thumb and fingers, then made a short, swift run and cast it with the strength of every muscle in his body."

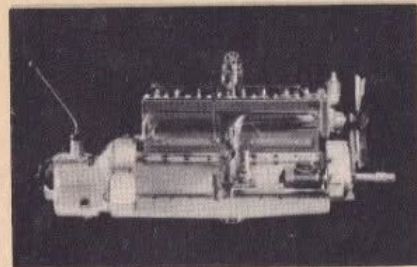


S T R E N G T H

"THE eight cylinder V-type has died out, all the makers producing it after the war having abandoned it," says, in part, Motor Age of Nov. 8, 1923, in describing the annual exhibition held at Paris.

MOTOR WORLD

ONLY PACKARD CAN BUILD A PACKARD



IN EUROPE

EIGHT IN LINE

BEVERLY BARNES  
BUGATTI  
CHENARD & WALKER

DUNAME  
HANSA-LOYD  
ISOTTA-FRASCINI  
LANCIA

MISSE  
PANHARD  
ROLLAND-PILAIN

V TYPE EIGHT

GUY

The Packard Eight Has

One cylinder block	not two	One water pump	not two
One cylinder head	not two	One front end chain	not two
One exhaust manifold	not two	Two beam connectors	not eight
One exhaust pipe and muffler	not two	One carburetor intake header	not two

ASK  
THE MAN  
WHO OWNS  
ONE

PACKARD EIGHT



"INSTEAD of struggling on the mat as in wrestling matches of today, Pentathlon wrestlers contested on their feet, the object being to throw an opponent to the ground not once but three times, the winner each time remaining standing, a feat which required great endurance."



E N D U R A N C E

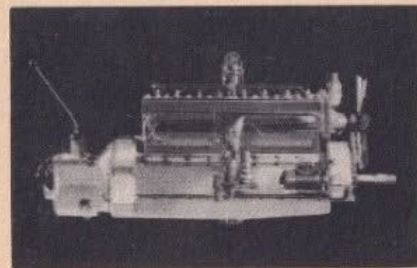
"Sim - plic'i - ty (sim - plis - i - ti), n. (F. simplicité, L. simplicitas, fr. simplex. See SIMPLE) . . .

2. Quality or state of being not complex, or of consisting of few parts; freedom from complexity, intricacy, or elaborateness; as the simplicity of a machine."

(Webster's New International Dictionary)

THE SATURDAY EVENING POST

ONLY PACKARD CAN BUILD A PACKARD



## SIMPLICITY

One cylinder block	One piece crankshaft
One carburetor intake header	Two hose connections
One exhaust manifold	Lighter weight
One exhaust pipe and muffler	No cross fire
One water pump	Vibrance freedom
One front end chain	Low upkeep cost

## ACCESSIBLE

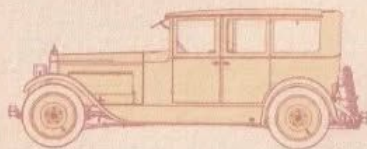
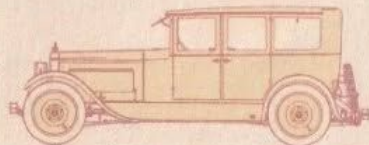
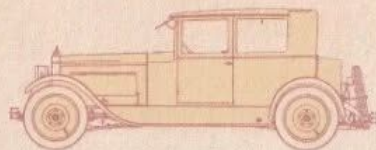
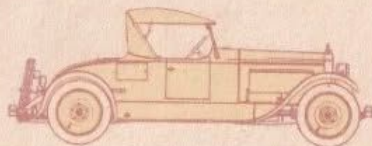
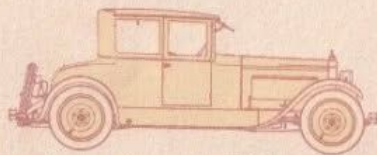
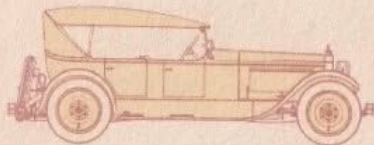
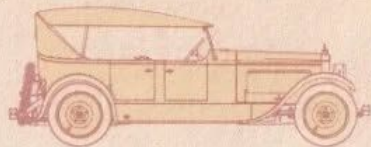
Crankshaft	Starter
Valves	Distributor
Front end chain	Carburetor
Generator	Oil pump strainer

ASK  
THE MAN  
WHO OWNS  
ONE

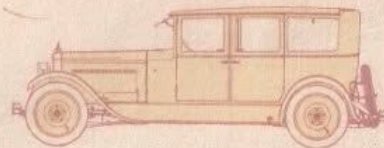
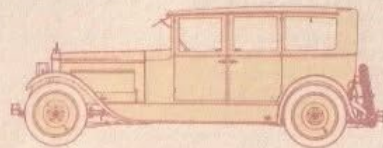
# PACKARD EIGHT



Only  
Packard  
Can Build a  
Packard



Ask  
the Man  
Who Owns  
One



# S P E C I F I C A T I O N S

**MOTOR**—Eight cylinders cast in one block. Four-point suspension.

**CYLINDERS**—L-head type, 3 3/8" bore, 5" stroke.

**HORSEPOWER**—S. A. E. rating 36.4. Block test develops over 80.

**IGNITION**—Generator, storage battery and Packard-Delco distributor.

**STARTING AND LIGHTING SYSTEM**—Two-unit system.

**CRANK SHAFT**—Nine main bearings, insuring rigidity.

**COOLING SYSTEM**—6-gallon capacity with automatic control of temperature.

**LUBRICATION**—Pressure feed, increasing with power requirements.

**GASOLINE SYSTEM**—Vacuum feed, 21-gallon capacity.

**TRANSMISSION**—Three Speeds forward and reverse. Selective type.

**CLUTCH**—Packard dry plate, with five driving and four driven plates.

**FRAME**—Pressed steel, 8" deep, with sturdy cross members.

**STANDARD EQUIPMENT**—Electric starter, generator and storage battery; speedometer and clock; seven-volt electric head, auxiliary, parking, instrument board, tonneau or dome and combined tail and stop lights; head, auxiliary and parking lights combined in one reflector, equipped with non-glare lenses; electric tail lamp combined with electric license tag illuminator; motor driven horn; complete equipment of tools, including one-ton jack; rear carrier for one extra wheel, with self-contained lock; one extra wheel; wheel changing equipment; stabilizers, front and rear; odometer; gasoline gauge on dash; bumpers, front and rear; automatic radiator air flow regulator; rear view mirror; windshield cleaner; closed cars fitted with smoking and vanity cases, except four-passenger Coupe, which has smoking set only.

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

**SPRINGS**—Semi-elliptic.

**BRAKES**—Service brakes on all four wheels; equalized fore and aft and right and left; external contracting on rear wheels and internal expanding on front wheels. Emergency brakes separate from service brakes; internal expanding on rear wheels.

**WHEELS**—Detachable steel disc.

**TIRES**—Cord 33 x 5". Non-skid Balloon tires optional at extra charge.

**WHEEL BASE**—136 inches and 143 inches.

**TURNING RADIUS**—136 inch, 23' 6". 143 inch, 24' 6".

**STANDARD PAINTING**—Open models except Sport—Body, bonnet and wheels, Dust-Proof Gray, striped with Extra Permanent Vermilion. Striping on wheels and bonnet louvers edged with black.

**SPORT MODEL**—Body and bonnet, Dust Proof Gray, striped with Extra Permanent Vermilion. Wheels Extra Permanent Vermilion, striped with black; striping on bonnet louvers edged with black.

Enclosed models—Above belt, black. Below belt, Packard Standard Blue striped with Azure Blue. Fenders and running gear, black enamel.

P A C K A R D M O T O R C A R C O M P A N Y