



PACKARD Pointers Monthly

"Ask The Man
Who Owns One"



No. 4

WARREN, OHIO

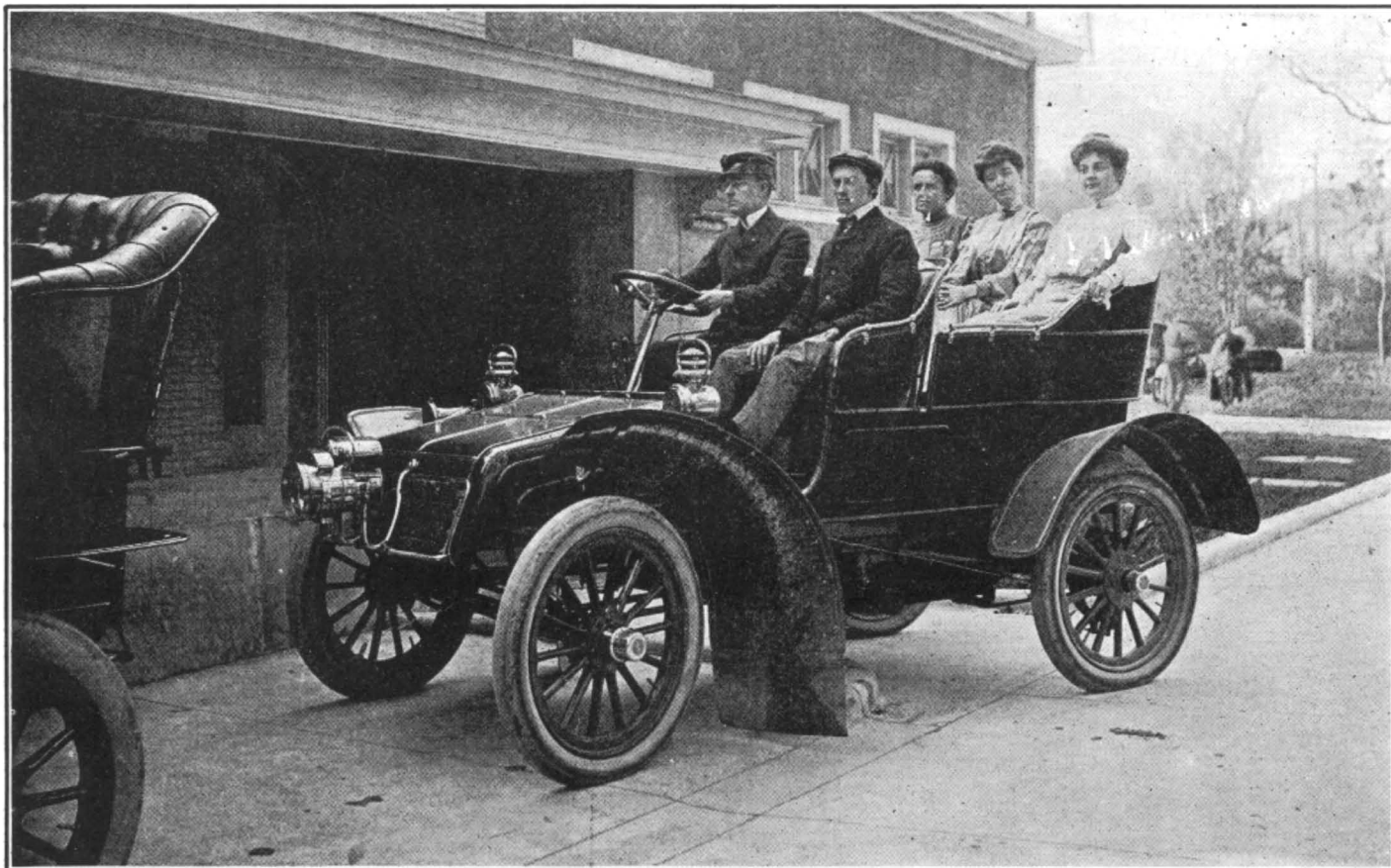
JULY, 1903

"A Man with Such a Machine Should Live 1,000 Years"

THE statement quoted above is probably the strongest expression of satisfaction which any automobile owner has ever delivered himself, and as Mr.

son, of the Chicago-New York banking house of Farson-Leach & Co., used to be an enthusiastic horseman and of course had no use for automobiles, but although

and from business on a Northwestern train which landed him half a mile from the office, but now this is all changed, and the automobile which is shown in the accom-



MR. JOHN FORSON AND PARTY READY FOR A SPIN ON THE BOULEVARD

Farson who made it is a business man we can safely assume he had ample cause. Less than two years ago Mr. John Far-

there were half a dozen thorough-breds in the stables at the Oak Park home Mr. Farson used to make the nine mile trip to

panying illustration brings him to business in the morning and calls for him for the return trip in the evening.

No Need for a Chauffeur

Akron, Ohio, March 23, 1903.

Packard Motor Car Company,
Warren, Ohio.

Gentlemen:—

I have a 12 horse power Model C Tonneau body automobile, a veritable "Red Devil," that I have used about 8,000 miles and really it's more powerful than when I took it from your factory. I enclose you a photograph of it taken last fall. The machine is so easily handled and all its parts so accessible that I cannot see the need of a chauffeur. It is the best machine in condition and is the best in our City of Hills to-day. With three people I have made the run to Cleveland, 44 miles, in 2½ hours, and to my remembrance without a stop. It is so easily managed that every one in Akron thinks I am an expert, when frankly it is the machine that should have the credit for its good temper. This city is hilly, very much so, yet I have never gotten stalled on any hill in city or country.

Respectfully,

C. HOWLAND.

I believed to be reliable and, as I did not want to tempt and drive him to telling falsehoods, I neither asked him the name of the original purchaser or how many miles it had been run.

The guaranteed fact that it was a "Packard Model C" in good condition was sufficient for me.

It was delivered to me in February, 1902. began using it immediately. In July made a run from Worcester to Ithaca, N. Y., a distance of 490 miles approximately without a mishap of any kind, carrying my wife and son with 300 pounds of baggage. Roads through central New York were frightful, due to heavy rains, wheels sinking to a depth of 8 and 10 inches in many places. Have made many trips to Boston and into the country surrounding Worcester. Am now planning to make a trip to Washington, D. C., in latter part of July with my family.

We consider the "Packard" a necessary part of the equipment of a well regulated family. It is the only machine of its kind in Worcester, but it is deserving of a large representation which it will certainly acquire as soon as its

June 1902, and have never been towed home but once, and that no fault of the car getting out of adjustment but break in the cam shaft coupling. Other than that, it has never given me one minute's trouble. I drove from Brockton to Portsmouth, N. H., with five people aboard, over new crushed stone roads with no trouble whatever. You never saw it rain faster in your life. Four of my party were well protected with wraps but I was soaked to my (hide). The car behaved like a soldier all the time. I used only 3½ gallons of gasoline going the first seventy miles. I would like to have some of the other cars of the same weight as mine do it. I drove home a distance of 110 miles in seven hours without a single mishap of any kind. I believe you have the best and easiest managed car made to-day. I am using the same spark plug that was put in the machine when I bought it. The valves have never been touched since I have had the car. I can recommend the Packard car to one and all.

I have taken other trips which have been quite interesting. I drove to Taunton, Mass., a distance of 14 miles in 35 minutes. The roads are very sandy and uneven. I also drove to Nantasket Beach in one hour and a quarter. Your car is so simple to manage that any boy of any intelligence can run it. If anybody doubts this or any other statement

(ASK THE MAN WHO OWNS ONE.)

Yours very respectfully,

A. D. YORKE, M. D.

San Francisco, Cal., April 23, 1903.

An Interesting Trip.

Mr. S. D. Waldron,
Warren, Ohio.

Dear Sir:—

I am enclosing a few of the photos taken on my first "Packard" tour—Messrs. Felton, Costigan, Larzelere and self were the party, three of us being owners of Packards, and Larzelere the local agent.

The tour began by taking the 132 mile run to Hotel Del Monte, Monterey; same was negotiated in 8 hours, actual running time, which is remarkable when you consider we climbed the San Juan pass where for four miles the grade is between 15 and 25 per cent. on the climb and still steeper on the decline into Salinas Valley. Not a mishap occurred on the entire trip. A week was spent in Del Monte and daily spins over the famous 17 mile drive along the ocean beach were varied by trips to the old Mission and other historical spots about Monterey. Mr. Felton's Packard was the one in use during this outing. Recently Mr. Costigan took his Packard to Santa Barbara and for two weeks made tours about the vicinity. Am sure his outing was successful. Rumor goes that when the marriage bug strikes two on a Packard something serious is bound to occur. I hope Mr. Costigan will send you photos of his trip at Santa Barbara.

I am very truly yours,

H. M. HOLBROOK.

Popular With the Weaker Sex

The sentimental swain no longer needs to sing "I'd fly to thee on the wings of love." He buys a forty-horse car and sees all he wants of her—and sometimes more!—*Motoring.*



AN EASY FEAT FOR THE PACKARD

If anyone should tell you that a Packard car could be held on two planks ten inches wide, at an incline of 47 degrees, we think you would be inclined to scoff, but we are prepared to substantiate this statement, and show herewith the actual occurrence. It might be of interest to know that at about the time this picture

was taken the planks on the off-side of the machine, not being securely fastened, began to move; the man at the wheel stuck, but there was something in his throat for about a minute which he had hard work to swallow. The feat looks difficult, but of course is easy enough when performed with the aid of the Packard brakes.

The Name of a Guarantee

Worcester, Mass., March 23, 1903.

Packard Motor Car Company,
Warren, Ohio.

Gentlemen:—

It may be of interest to your company at this season of the year, and I feel it a duty as a satisfied user of the "Packard" to give you in as few words as possible, my opinion of the machine which you would not get otherwise as my name does not appear on your books as a purchaser, having bought it second hand from a dealer whom

good qualities are known. You are at liberty to use my name as reference and will be pleased at all times to aid in giving the public any and all information which I may possess regarding the same.

Yours truly,

JOHN B. MOSS.

70 Miles on 3 1-2 Gallons of Gasoline

Brockton, Mass., May 20, 1903.

The Packard Auto. Company,
Warren, Ohio.

Gentlemen:—

I want to give you a little of my experience with one of your model C's. I purchased it in