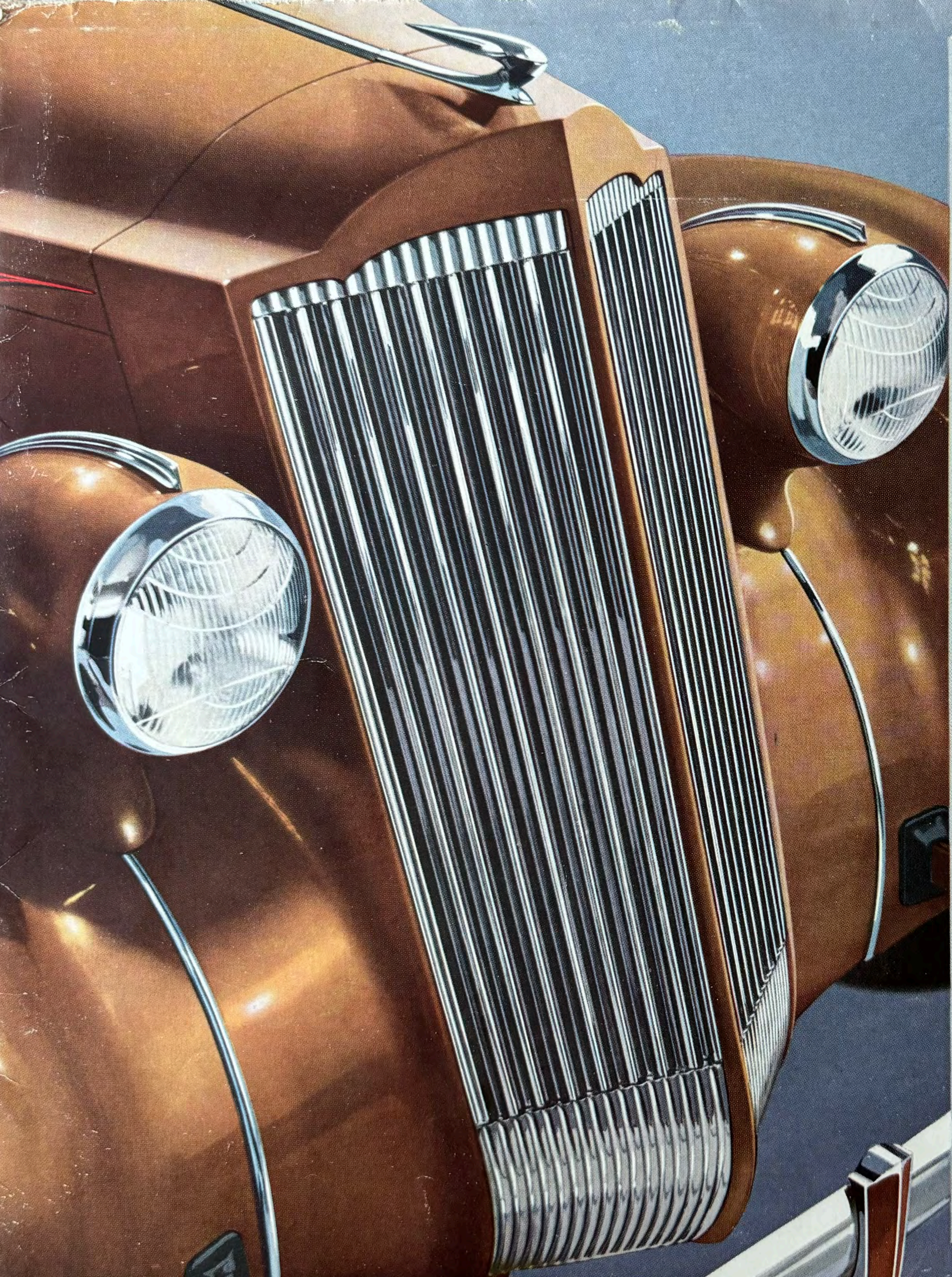


Presenting the

world's newest motor car

*

THE PACKARD ONE TWENTY

*

Packard in traditional design,

manufacture, appearance

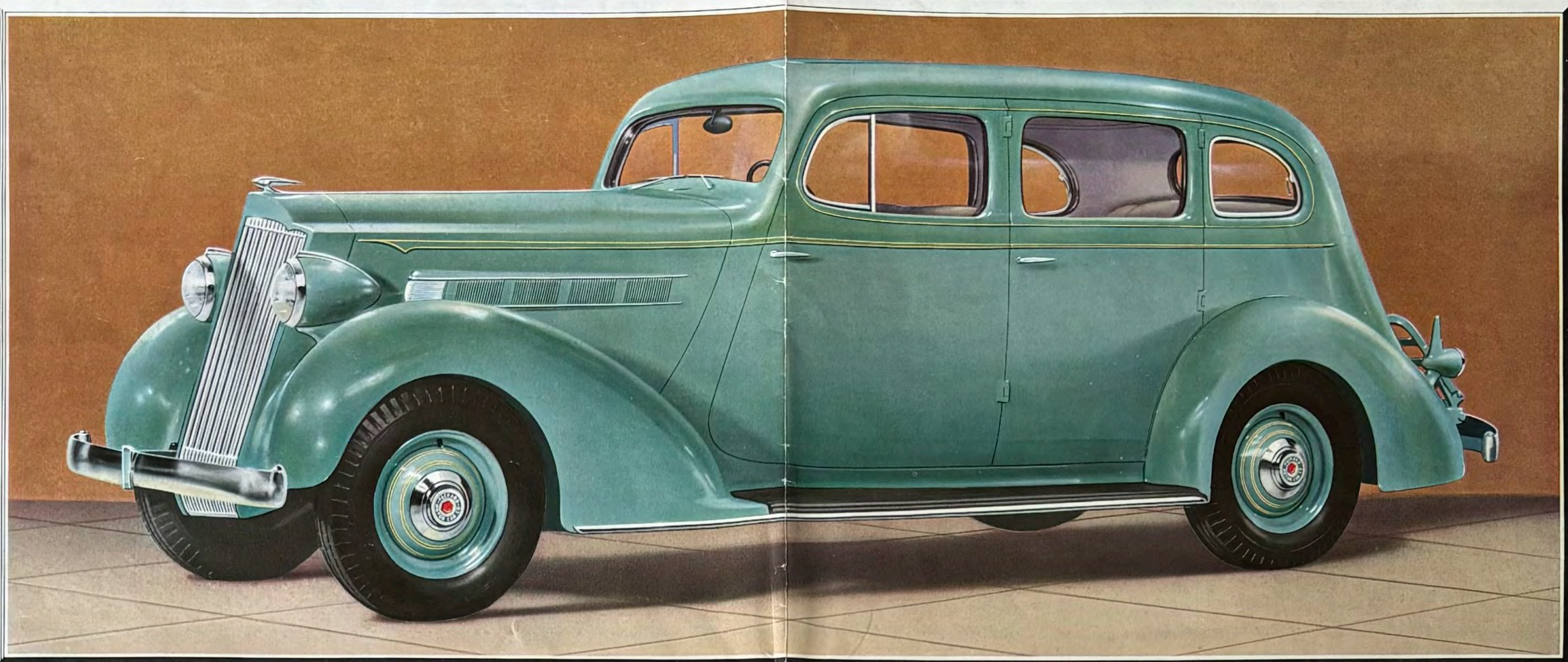
and name

PACKARD IN APPEARANCE—*rightful sharer in a lasting style*

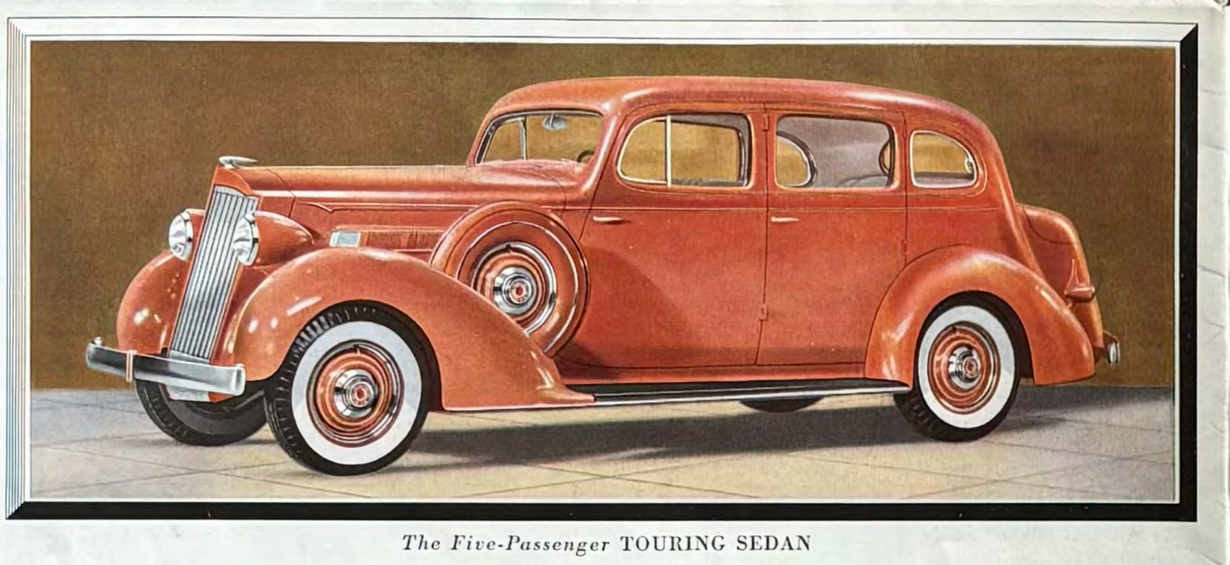
"Car of the twelve firsts" is what the Packard One Twenty may rightfully be called. For, long before designers set pencil to paper, Packard bought twelve leading cars in the lower-priced field, gave them exhaustive tests at the Packard Proving Grounds, ranked each for its one best feature, then set out to create a car that would meet and beat these twelve "firsts"! We leave it to you whether this has been done—done by blending in the Packard One Twenty the time-tried identity and advantages of Packard design, together with new mechanical features never before found on any car. Such design excellence gives delightful motoring results—power, performance, riding comfort, handling ease and economy of

PACKARD IN TRADITION—*worthy member of a distinguished family*

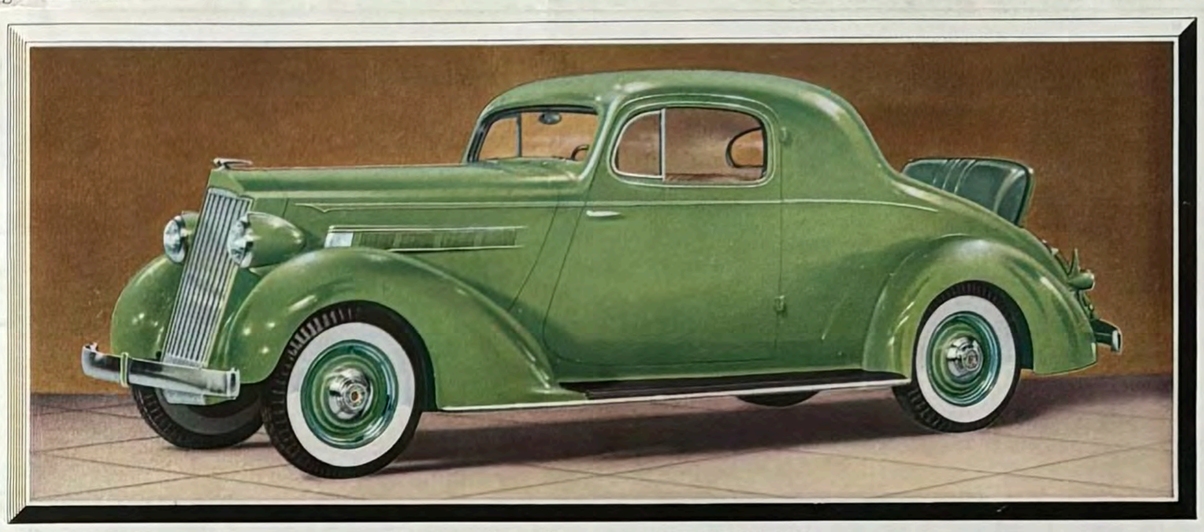
operation. Service costs, too, are minimized by this new design and its precision manufacture. No point, outside of the crankcase, needs routine attention oftener than six times a year. And when the car does need service, you will find the charges fair and reasonable; for Packard has established a policy that service charges and parts costs on the Packard One Twenty shall be no more, if not less, than for other cars in its price class. So great is Packard's confidence in your all-around satisfaction in this new car that it invites you to examine it and compare it, part for part and ride for ride, with every other car at or near its price. Then we know that soon you, too, will say to your friends: "I drive a Packard!"



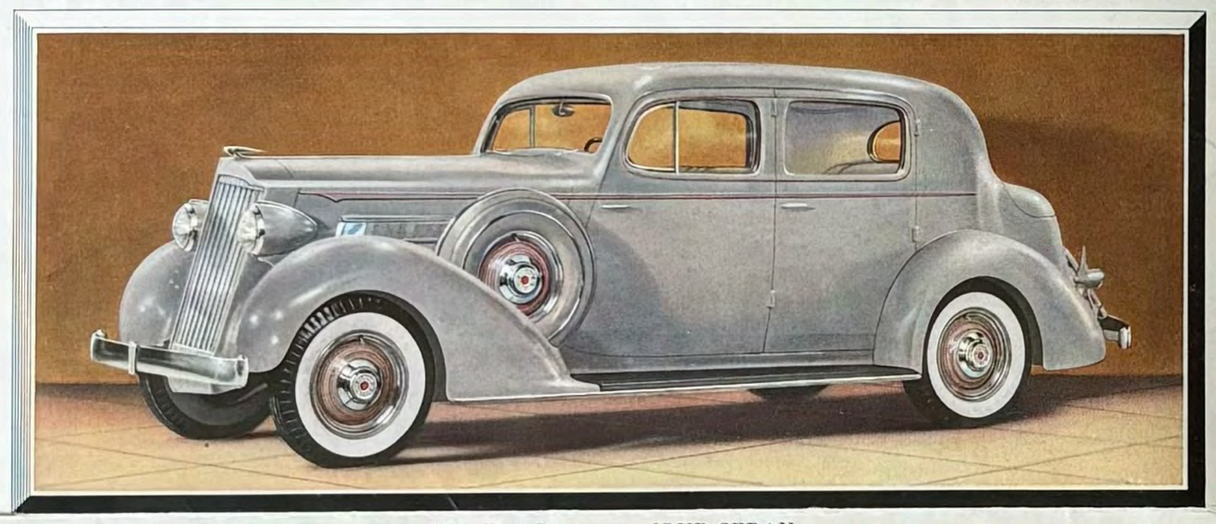
The Five-Passenger SEDAN



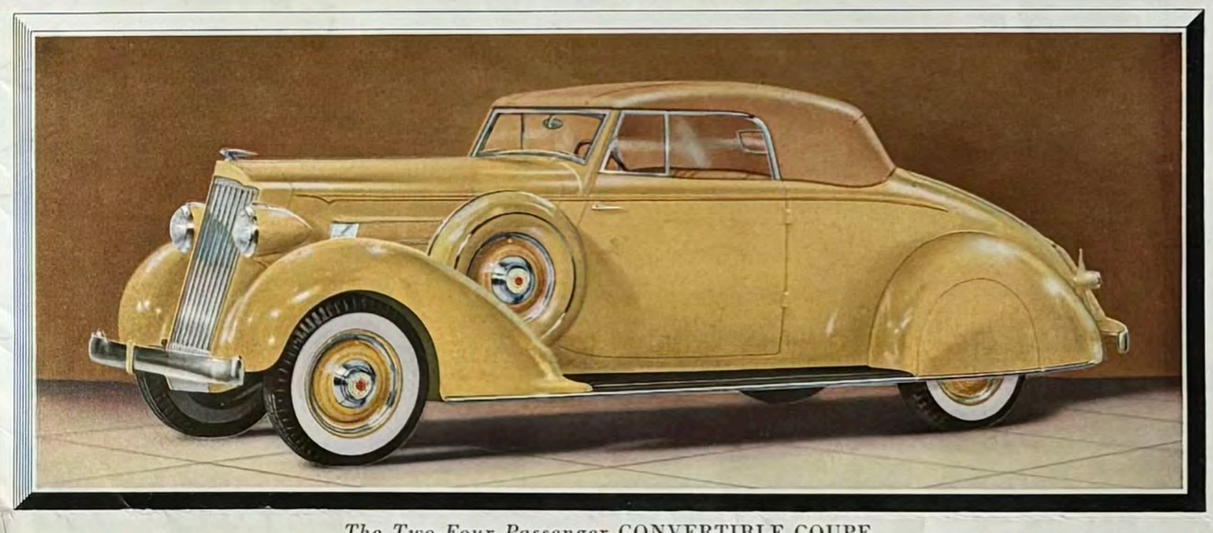
The Five-Passenger TOURING SEDAN



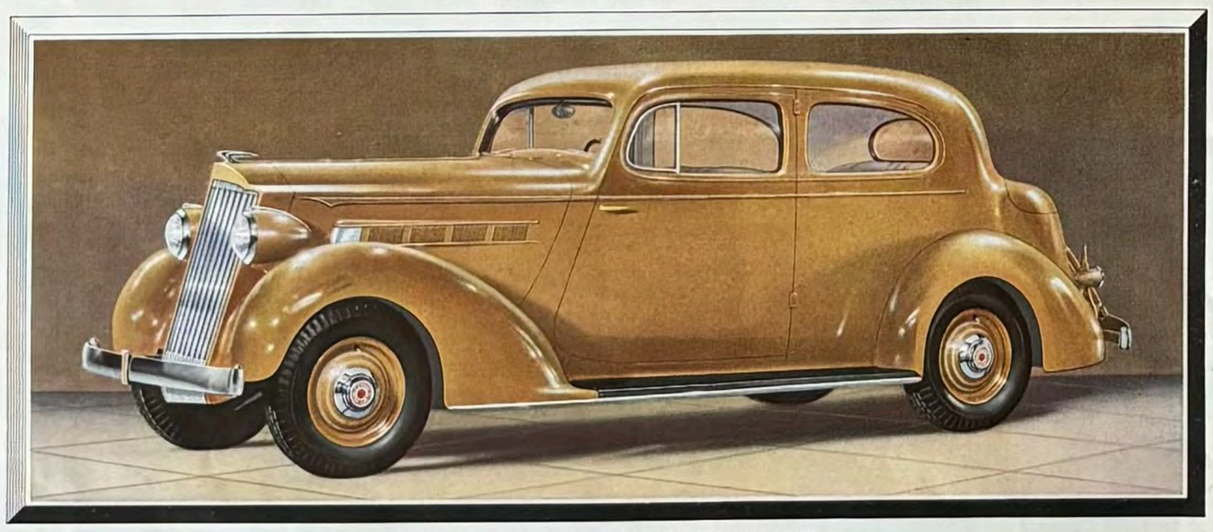
The Two-Four Passenger SPORT COUPE



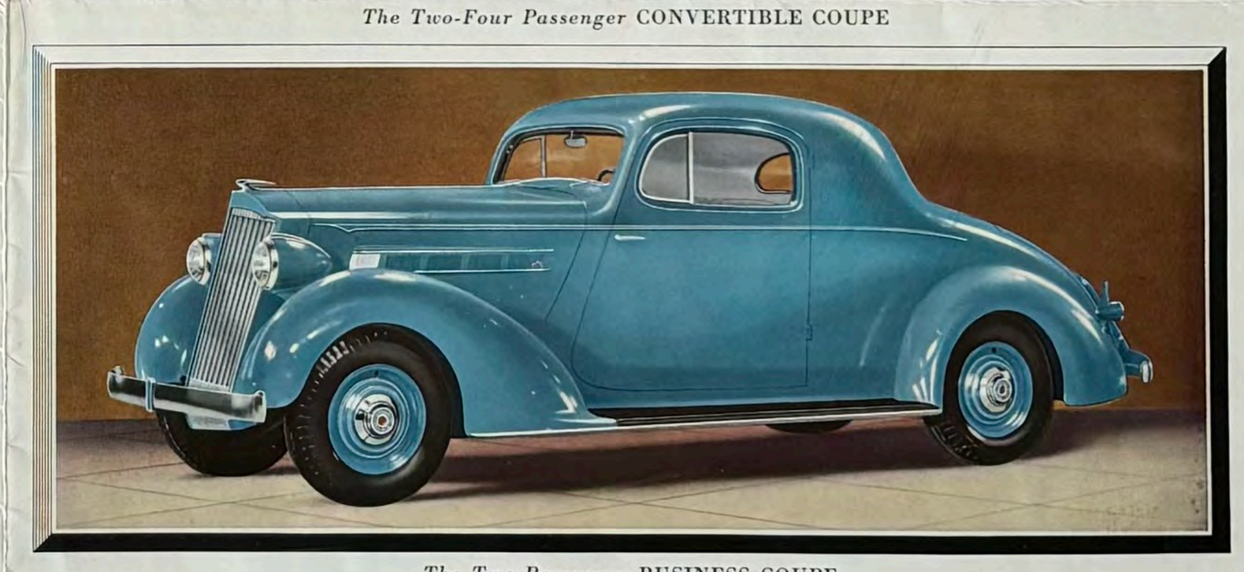
The Five-Passenger CLUB SEDAN



The Two-Four Passenger CONVERTIBLE COUPE

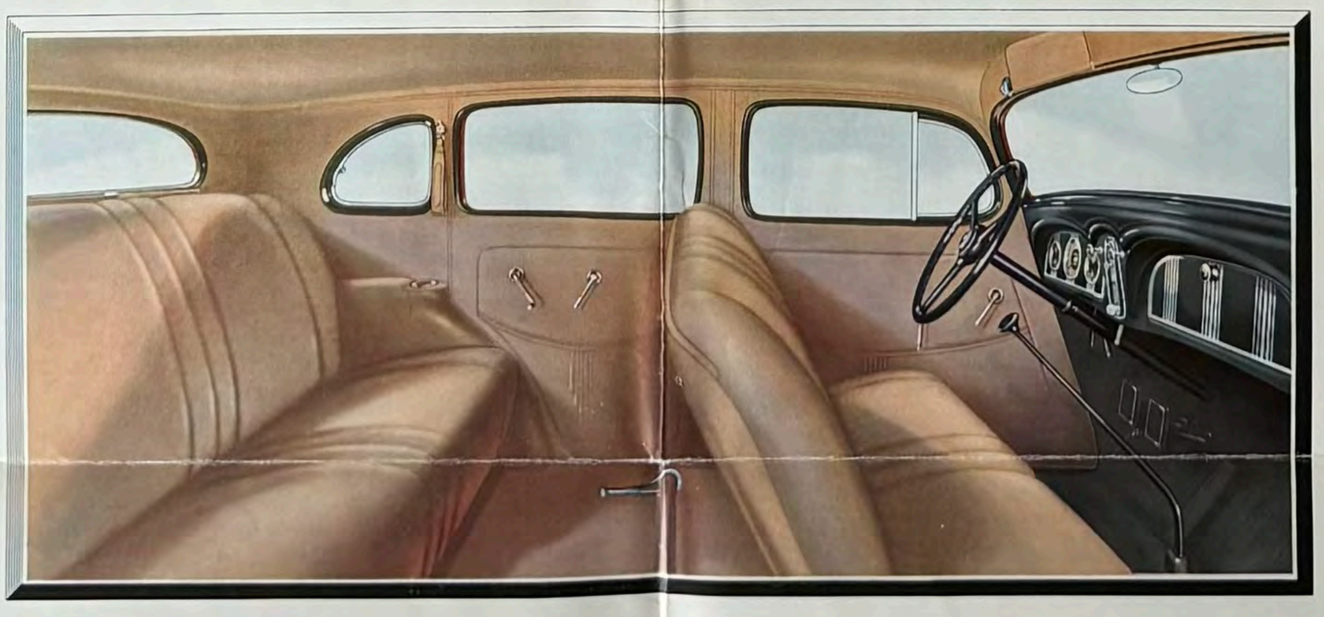


The Five-Passenger TOURING COUPE



The Two-Passenger BUSINESS COUPE

Door and window controls are quickly accessible for easy operation. Done in bright finish and ebony black, they harmonize tastefully with the other well-chosen appointments.



Within handy reach of the driver is the convenient finger-tip starter button located in the center of the carefully grouped instrument panel. Choke and spark advance are automatic.

Ventilation to suit the individual without annoying drafts to others is made instantly available to each passenger by the Packard system of healthful ventilation control.

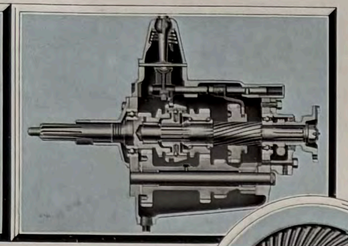
Where Comfort and Luxury Blend with Appointments of Artistic Good Taste

Interiors of the Packard One Twenty are finished in all-wool broadcloth with a rich smoothness that does not catch or pull clothing. Dimensions provide generous leg-room and head-room. The whole effect, from the location of the controls to the placing of the appointments, reflects the clean-lined artistry of Packard design.

Every model has space for a concealed spare tire, as well as ample luggage room easily accessible through a counterbalanced compartment door that "stays put" without props or supports.

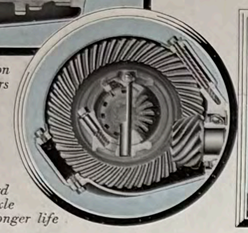
ASK THE MAN WHO OWNS ONE

A light toe-touch operates the semi-centrifugal clutch

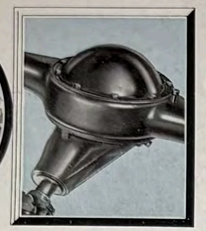


The Packard transmission uses costly nickel-steel gears

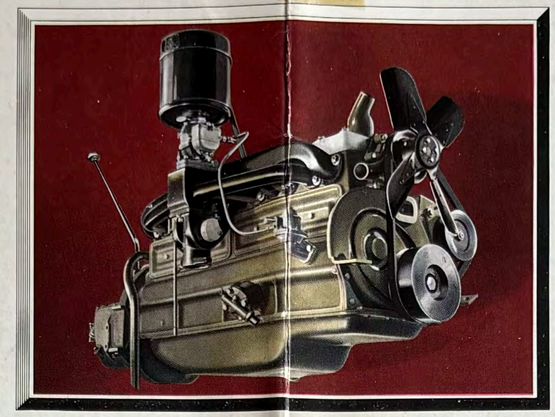
The powerful engine of Model 120 sets a new standard for simple, accessible construction. Greater fuel economy, low servicing costs and long motor life are insured by a special valve arrangement and an aluminum cylinder head. Packard 120 does not require premium fuel to deliver outstanding performance.

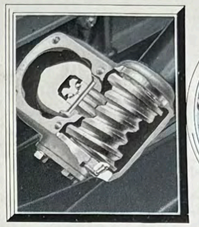


Wider tooth area of Packard hypoid gears in the rear axle means quieter action and longer life

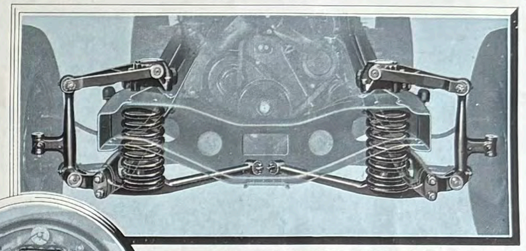


You won't find a hump in the floor or any tunnel to stumble over, with the ingenious Packard Angleset rear axle

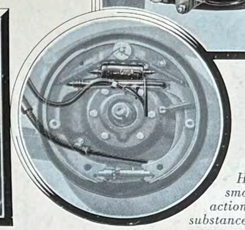




Steering, with its light, responsive touch, is a real joy—thanks to the worm and roller tooth being mounted on antifriction bearings



The exclusive Safe-T-fleX design brings the safety of Torque Arm construction and the resiliency of coil springs to independent suspension



Hydraulic, four-wheel brakes are smooth, dependable and positive in action. They are protected from foreign substances by the Packard steel shield.

The chassis of Model 120 is typically Packard in design. The X-member continues along the sides of the frame almost to the extreme ends, thereby reinforcing it at the points where weight is concentrated—under the motor and above the rear axle.

150

ONE TWENTY SPECIFICATIONS

Motor—Eight cylinders in line. Cylinders and upper crankcase integral. L-head type. Detachable aluminum cylinder head. Aluminum pistons. Bore, 3¼ inches. Stroke, 3⅞ inches.

Horsepower—A. M. A. rating, 33.8. Actual brake horsepower developed, 110.

Motor Lubrication—Full-pressure feed to all bearings and cylinder walls. Ventilated crankcase.

Carburetion—Dual down draft. Automatic compensating idle. Automatic choke. Air cleaner and intake silencer.

Clutch—Semicentrifugal type. 10-inch single plate. Heavy duty spring cushion drive. Friction damper.

Transmission—Silent synchronized. Three quiet forward speeds.

Cooling System—Cellular radiator core. 16½-quart capacity. Centrifugal pump. Thermostatic temperature control.

Fuel System—20-gallon tank at rear. Mechanical pump. Filter and gas gauge.

Brakes—Servo-Sealed hydraulic. Internal expanding. 12-inch centrifuse drums.

Shock Absorbers—Hydraulic double acting.

Chassis Lubrication—Pressure gun.

Front Suspension—Packard Safe-T-fleX independent suspension. Helical springs.

Rear Suspension—Semielliptical springs, 54 x 1¾ inches. Metal spring covers.

Wheels—Disc wheels. Drop center rims.

Tires—7.00 x 16 low-pressure. 4-ply cord.

Wheelbase—120 inches. Turning radius, 19½ feet.

Painting—Purchasers may choose from a wide variety of color combinations. Broadcloth upholstery is selected to harmonize artistically with the respective color combinations.

Standard Equipment—One spare wheel. Jack and tool equipment. Controlled body ventilation. Interior sun visor. Two automatic windshield cleaners. Rear view mirror. Ash trays, front and rear compartments. Robe rail. Foot rail in rear compartment. Generator voltage regulator. 17-plate battery. 32-candlepower headlights with three lighting positions. Combination tail and stop light. Dome and front compartment lights. Horn. Speedometer. Gasoline gauge. Oil pressure gauge. Motor thermometer. Ammeter. Locked package compartment in instrument panel. Wheel compartment lock. Cowl ventilator with screen. Adjustable front seat. Toggle grips. Radio aerial in all enclosed bodies. Nonshatterable glass throughout. Electric clock.

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

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DETROIT

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Presenting the
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THE
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ONE TWENTY

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