

Styled and powered
for real economy



The Clipper Six Club Sedan

THE NEW PACKARD

Clipper Six



Interior of the Clipper Six Club Sedan

LUXURIOUS NEW INTERIORS

that plus Clipper Styling

Here's all the roominess of Clipper styling . . . all the distinctive luxury of Packard coachwork . . . in a handsome new Six.

Thanks to *real* fade-away fenders, there's more than five feet of width between the front doors.

Thanks to streamlined styling that con-

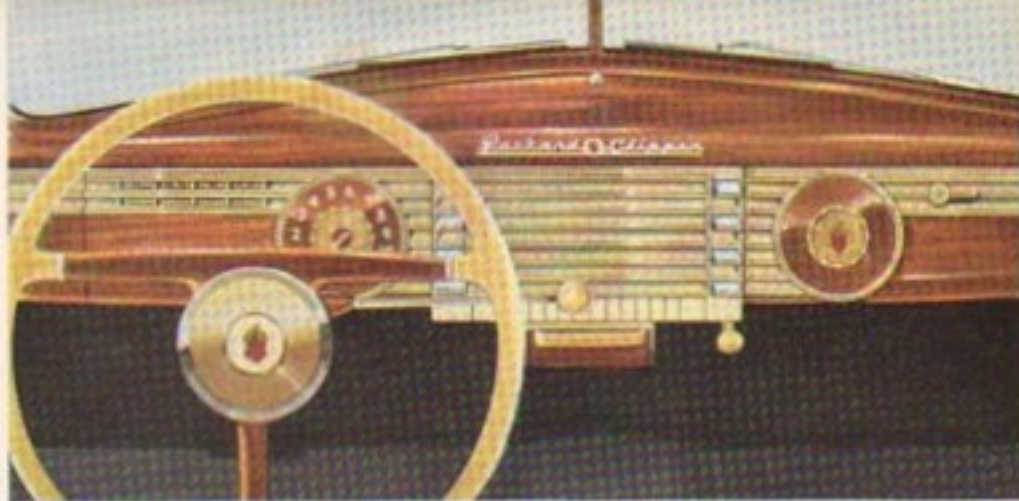
siders the passenger, there's full headroom not only in front, but in the rear, where it counts the most.

And then, to all this glorious roominess, Packard adds a new wealth of smart luxury touches—all the distinctive details that build an owner's lasting pride.





The uniquely recessed front seatback means additional leg-room for back seat passengers. The deep-cushioned upholstery is a rich worsted cord. The hardware has distinctive plastic trim.



Instruments are grouped for at-a-glance reading on the Clipper instrument panel—and there's a chatter-proof glove compartment door with rotary catch. The steering wheel is two-toned.

EYE CATCHING BEAUTY AND RICHNESS OF DETAIL

Interior of the Clipper Six Touring Sedan

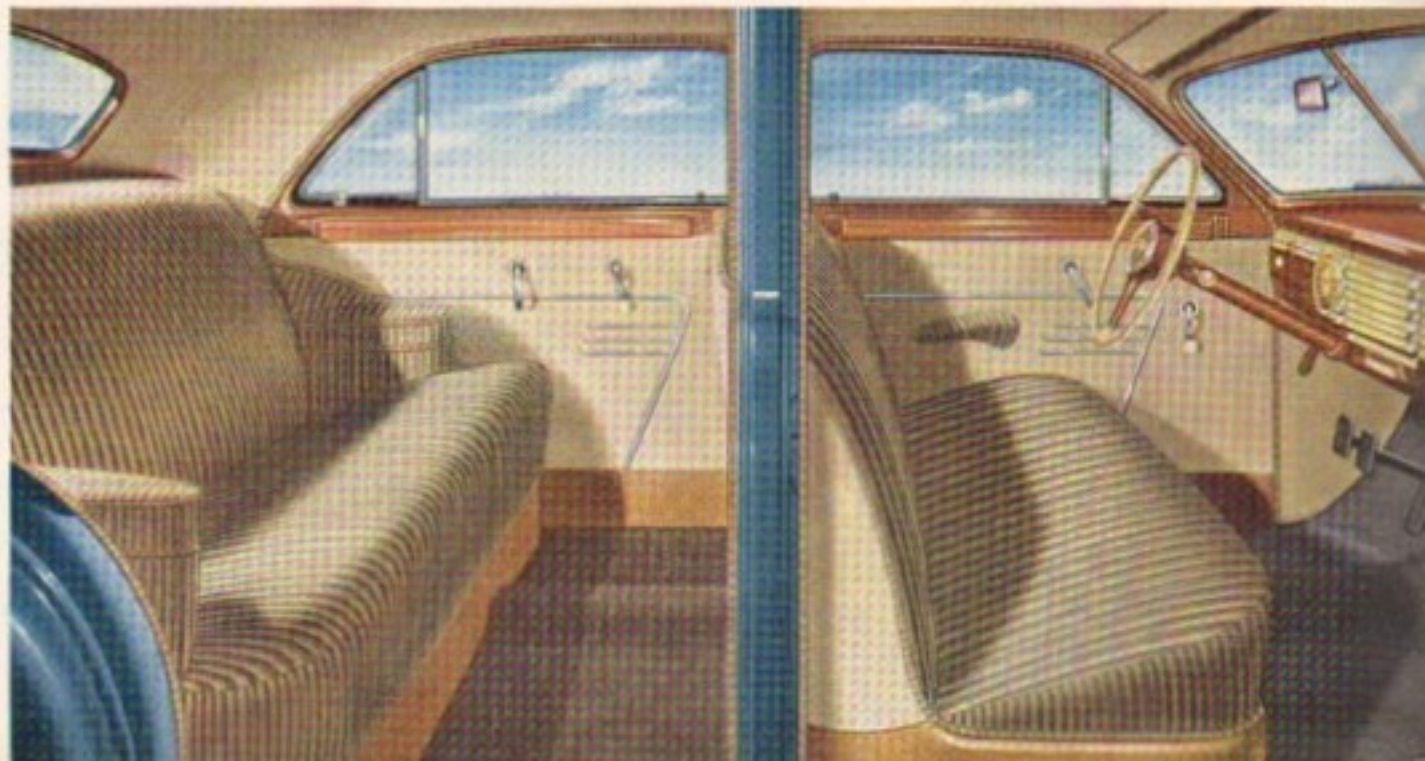
Picture yourself in this luxurious, wonderfully roomy Clipper touring sedan.

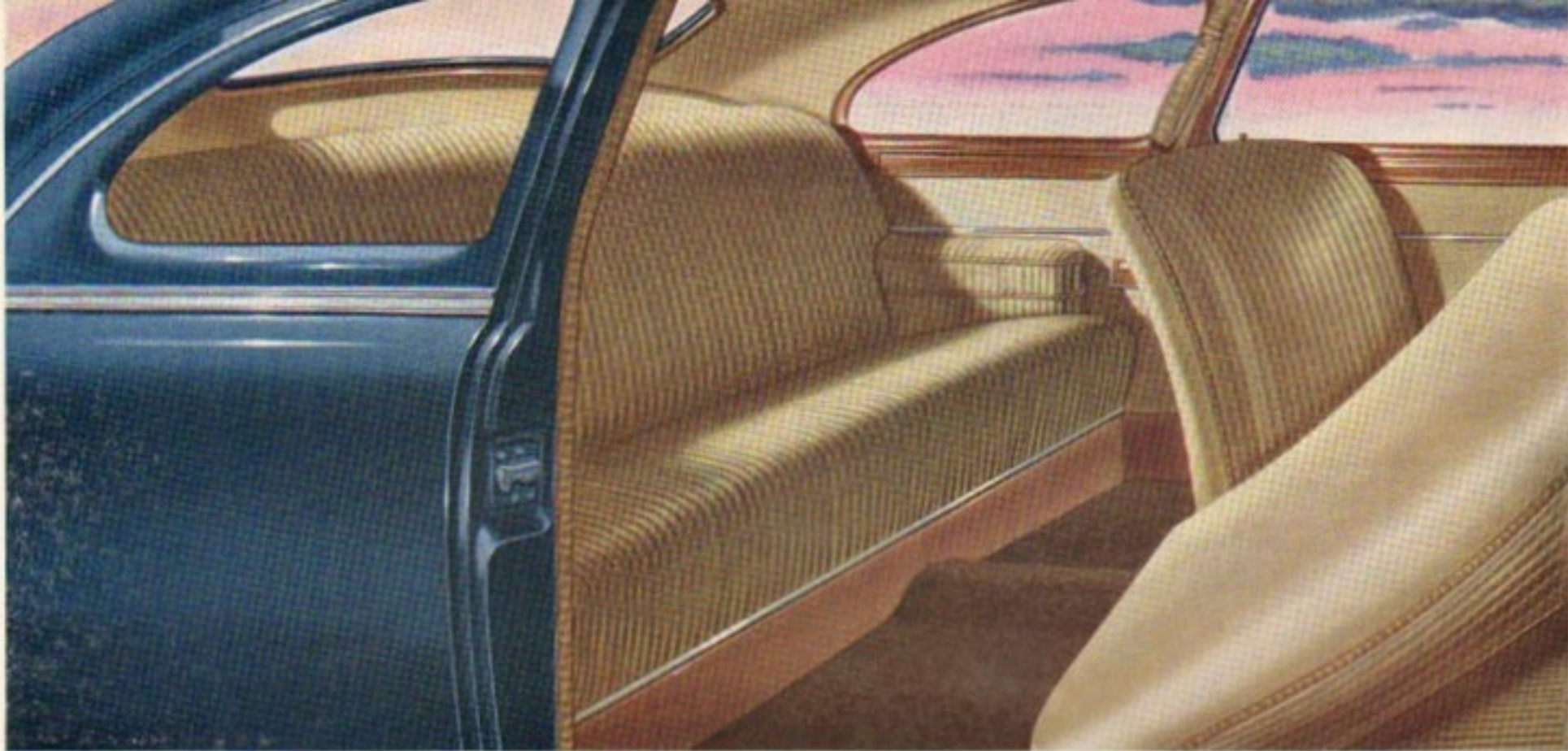
Surveying this gracious interior, you begin to admire not only the comfort but the lasting beauty of Packard design.

You know at once that every detail has profited from the careful attention so characteristic of Packard craftsmanship.

You can see the all-over value of a motorcar which now is 68 ways finer than its famous forerunner.

But your most pleasant experience is yet to come—the thrill of its smooth, fast, restfully quiet going on the open road.





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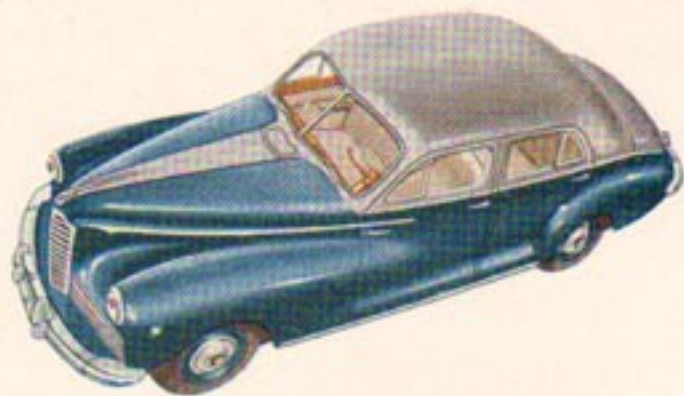
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CLIPPER STYLING . . .

beautiful from every angle



It's a miracle of metal-working, from the most modern plant in the automotive industry.

It's the only car on the road with real fade-away fenders which add to *inside* rather than outside width because they're not "tacked on" . . . they blend smoothly into the body.

From every angle it looks clean and smooth and fast . . . and every inch a Packard!



SPECIFICATIONS for PACKARD CLIPPER SIX

ENGINE—I-Head, six cylinders in line. Specially treated aluminum alloy, steel strut pistons with coil-spring-expanded oil control rings. Bore and stroke $3\frac{1}{2}$ inches x $4\frac{1}{4}$ inches. Compression ratio 6.71 to 1. Brake horsepower 105 at 3600 r. p. m. Crankshaft weight $81\frac{1}{2}$ pounds. Four main bearings. Removable precision type main and connecting rod bearings. Neutropoised, three point rubber engine mountings.

ENGINE LUBRICATION—Full pressure lubrication to all main, connecting rod, camshaft, and piston pin bearings, also to valve tappets. Floating oil screen.

FUEL SYSTEM—Single tube down-draft carburetor. Automatic choke, automatic heat control, air intake silencer and air cleaner. Idling control. Mechanical pump with filter. Seventeen gallon gasoline tank. Gas tank filling signal.

COOLING SYSTEM—Thermostatic temperature control. Sealed cooling system—pressure sealed filler cap. Tubular radiator core. Four blade 18 inch fan; water pump permanently sealed and greased. Cylinders completely surrounded by water. Cooling capacity $3\frac{1}{2}$ gallons.

CLUTCH—Semi-centrifugal. Single dry plate type. $9\frac{1}{2}$ inch diameter. Ball throw-out bearing, permanently lubricated.

TRANSMISSION—Synchronized, carburized, helically cut gears, 9 ball and roller bearings.

OVERDRIVE—Packard Econo-Drive available at moderate extra cost. Electrically operated. Reduces engine speed 27.8% without changing car speed.

FRAME—X-member type frame, box section side rails.

FRONT SUSPENSION—Packard independent front wheel suspension. Double acting shock absorbers. Roll control bar.

REAR SUSPENSION—Semi-elliptic springs— $54\frac{1}{2}$ x 2 inches. Rubber and composition inserts between the ends and the leaves. Rubber bearing spring brackets and shackles. Direct acting, airplane type shock absorbers. Fifth shock absorber and lateral stabilizer.

ELECTRICAL SYSTEM—Large capacity, air cooled generator with automatic control. 15 plate battery, 100 amp. hour capacity. Sealed beam headlights.

DRIVE—Hotchkiss, through two roller bearing universal joints and 3 inch propeller shaft to hypoid rear axle.

BRAKES—Packard Servo-Hydraulic, self-energizing type service brakes. Mechanical hand-brake operating rear wheel brake shoes. Centrifuse brake drums.

STEERING SYSTEM—Worm and three tooth roller type gear, mounted on double row needle

bearings and two tapered roller bearings. 21 foot turning radius.

CHASSIS BEARINGS—Long life assured by 44 ball and roller bearings.

WHEELS AND TIRES—Disc wheels and individual chain slots. Tires 6.50 x 15, 4 ply cord.

WHEELBASE—120 inches.

OVER-ALL LENGTH— $208\frac{1}{4}$ inches.

BODIES—All steel body. Special comprehensive insulation against heat, cold and sound. Safety glass throughout. Front arm rests. Large trunk, 17.2 cubic feet. 9 color-and-combination paint schemes.

INSTRUMENTS AND CONTROLS—Modern instrument panel with oriental wood graining, plastic and chrome trimmed. Indirect lighting and rheostat control switch. Oil gauge, ammeter, gasoline gauge, and engine temperature gauge. Provision for mounting radio speaker and push-button controls. Speedometer.

STANDARD EQUIPMENT—Bumper jack and tool equipment. Twin horns. Two sun visors. Double, two-speed electric windshield wipers. Rear view mirror. Reading light in rear compartment. Front compartment map light. Two combination stop and tail lights. Bumpers and bumper guards front and rear.

★ ASK THE MAN WHO OWNS ONE ★

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