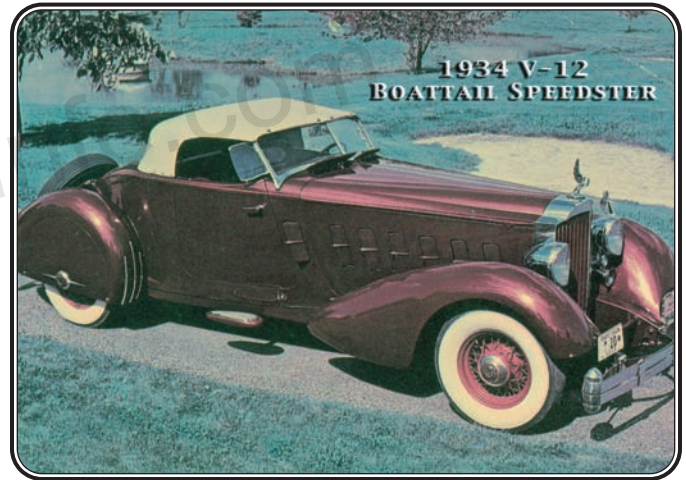


**PRE-WAR
1889-1942**

PACKARD STUFF



**LISTING OF BODY STYLES AND MODELS BY YEAR AS WELL AS NUMBER OF CARS MADE;
WHEELBASE, BORE & STROKE, HORSEPOWER, PRICE RANGE & WEIGHT RANGE.
LIMITED PHOTOS OF EARLY PACKARDS & CELEBRITIES WITH PACKARDS.**

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(*) from the Earl Rubenstein Collection

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Introduction

Booklet's contents were limited to just the **Pre-War Packards** (1899 through 1942).

Have always wanted a "Glove-Box Size Guide" to help identify the numerous Packard Motor Cars, so decided to create one using information from two primary internet sources:

packardclub.org (• Encyclopedia) and *packardinfo.com* (Packard Model Info).

The two internet references also include photos of almost every of the 1,100+ separate models. Since some of those photos are ®, had to leave them out of this booklet. However, there are drawings of 16 early American Body Styles on page 7. There are mini-photos of early Packards on pages **10-15**, as well as Celebrities with their Packards on pages **16-21**. **MANY OF THE PACKARD MODELS ON PAGES 10 THROUGH 21 ARE SCANNED FROM THE VAST EARL RUBENSTEIN COLLECTION (EARLE C. ANTHONY PMCC PRESIDENT - LOS ANGELES).**

Pages **48-51** show photographs of 24 Models from the 1937 Packard Twelve and Packard Super-Eight Factory Brochure. 1937 was chosen as that year Packard produced the most cars ever (~123,000).

As an owner of a 1937 Packard Convertible Coupe Roadster (1501-1019) since 1962, have also gained an appreciation for the time, effort and money required to restore and keep a Packard Motor Car on the highway, so pages **52-56** add five **Trouble Shooting Charts**. Hopefully these charts will become a handy reference source for maintaining and driving your own Classic Motor Car.

Pages **57&58** are more Packard Factory Stuff from the Earl Rubenstein collection of photos, etc.

Pages **59-64** provide a Brief Saga of the Pre-War Packard Motor Car Company from 1899-1942.

Pages **65&66** provide Key Characteristics by decade and Production Rates by cylinder (1-4-6-8-12).

Pages **67&68** give insight into the series and model numbers used by the Packard Motor Car Company.

Using this handy reference should help you to identify which other Styles/Body Types are in the same Year as those Packard Motor Cars that catch your fancy during any of the many events/tours/shows.

Pre-War Packard Descriptions (1989-1942) – PART 1 OF 4

- 1899 Model **A** was 1st Packard made (1-cylinder), and it exists today in running order.
- 1900 Model **B** introduced. Horn added to the steering lever plus a chime foot bell.
- 1901 Steering wheel added. 1st year with a radiator mounted on the front.
- 1902 Model **C** introduced. Models **E & F** were experimental. Brake & Clutch on the outside of the car.
- 1903 Model **G & K** introduced (4-cylinder). 1st with 2-headlights. King of Belgium body type popular in Europe.
- 1904 Models **L** introduced (4-cylinders used until 6-cylinders in 1912). 1st Packard shaped radiator.
- 1905 Model **N** introduced. 1st Packard with a plain screw-off radiator cap.
- 1906 Model **S** introduced. T-Head 4-cylinder 24 H.P. engine, a 3 lever shift (brake, gear shift & reverse).
- 1907 Model **30** introduced. 4-cylinder 30-horse power engine.
- 1908 Last year for a 3 lever gear shift (brake, gear shift & reverse).
- 1909 Model **Eighteen** introduced. 1st year for the scaled down "City Sized" Packard.
- 1910 Introduction of a multiple disk clutch. Bail handle closing the radiator cap.
- 1911 Addition of front doors and a change of paint scheme was introduced.
- 1912 Started a new **Six** cylinder era with a longer hood. Last to have a leather strap across the hood.
- 1913 **2-38 & 2-28** introduced. 1st use of electric headlights. Last use of RH drive & last w/o starter.
- 1914 **3-48 & 4-48** models introduced. New engine (3- blocks of cylinders @ 38 & 48 hp).
- 1915 **5-34** Models introduced. 1st year for all lights being electric with small lamp under the main headlight.
- 1916 Start of the **1-25 & 1-35 "Twin-Six"** engines (12-cylinders @ 43.2 hp - heads were non-removable.
- 1917 **2-35 & 2-35** Twin-Sixes with removable engine heads. Rear fenders wrapped around wheels and down.
- 1918 **3-25 & 3-35** models introduced. Similar to the 1917 Styles & Models.
- 1919 Similar to the 1917 & 1918 Styles & Models.
- 1920 Similar to the 1917, 1918 & 1919 Styles & Models.

Pre-War Packard Descriptions (1989-1942) – PART 2 OF 4

- 1921 **Single-Six** introduced 1st year for seven (7) main bearing. Squared body, many made by Pullman Co.
- 1922 Horse power increased to 54 in the Single Six models.
- 1923 Similar to the 1922 Styles & Models.
- 1924 1st **Eight** cylinder engine @ 85 hp. (**L-head, in-line eight, cast en bloc**). Still used Pullman bodies.
- 1925 Similar to 1924 Styles & Models. 1st use of a stop light. Manual Bijur chassis lubrication system added.
- 1926 Similar to the 1924 Styles & Models. Increase in engine bore/stroke (60 hp) for the Six Series.
- 1927 Similar to the 1925 Styles & Models. Increased engine bore/stroke (105 hp Eights and 81 hp for Sixes).
- 1928 **Custom Eight & Standard Eight** introduced. Last year of the Six until 1937. Custom Bodies.
- 1929 **Speedster** models introduces with engine increased to 130 hp). **Standard Eight** replaced the Six.
- 1930 1st 4-speed transmission. Engine increased to 145 hp for the Speedster.
- 1931 Similar to the 1930 Styles & Models. Speedster dropped until 1934s Speedster Roadster & Sport Coupe.
- 1932 3-Styles of "Eights" were added (**Light, DeLuxe & Custom**). 66 total models (most ever).
- 1933 **Twelve** introduced (**was Twin-Six**). **Eight** replaced Standard Eight & **Super Eight** replaced DeLuxe Eight.
- 1934 Twelves, Super Eight & Eight are each on three new chassis sizes.
- 1935 **One Twenty** was introduced. Four Styles with 56 models to choose. Aluminum cylinder heads.
- 1936 **One Twenty B** was introduced. 3rd highest production year (**61,215**).
- 1937 Highest production (**123,044**). 1st use of hydraulic breaks. 120 C&CD & 115-C Six. Eight series dropped.
- 1938 Major changes, most noticeable was an all steel body. Six & Eight series were reintroduced.
- 1939 Last year for the majestic Twelves. Column shift added.
- 1940 **Custom Super Eight** introduced. Optional air conditioning unit. 2nd highest production year (**101,575**).
- 1941 **Clipper** models introduced. Headlights now molded into the fenders and hydraulic windows added.
- 1942 New chassis introduced and horsepower was increased with the addition of a Carter carburetor.

Pre-War Packard Descriptions (1929-1942) - PART 3 OF 4

Brief Summary of the Pre-War Packards:

- **109** Separate Styles (Twin-Six, Super Eight, Eight, Six, etc.) with a range of 1 to 4 Styles per year;
- **1,116** total Models/names (many repeat models/names per year) with **66** in 1932 - most ever;
- **27** separate models/names in the 1932 Deluxe Eight & 1933 Twelve - most ever;
- Unique "**Speedster**" style used in 1929 & 1930 - then became a Speedster Runabout & Sports Coupe in 1934;
- ~**1 Million** total Packard Motor Cars made with ~**123,000** cars made in 1937 - most ever;
- **4-Cylinder** Packard Model K started in 1903 - sixes, eights and twelves from 1913 on;
- Horsepower ranged from **9 hp** (1899 & 1900) to **48 hp** (1912, 1913, 1914 & 1915) until the twin-six in 1916;
- Horsepower ranged from **43.4 hp** "Twin-Sixes" (1916-1923) to **175 hp** "Twelves" (1935-1939);
- **47** different wheelbases: 71.5" to 75" to 76" to 84" to 88" to 91" to 92" to 94" to 102" to 108" to 119" to 112",
to 115" to 115.5" to 116" to 119" to 120" to 121.5 to 122" to 123.5" to 125" to 126.5" to 127" to 127.5",
to 127.75" to 129.5" to 132" to 133" to 134" to 134.5" to 135" to 136" to 136.5" to 138" to 139" to 140",
to 140.5" to 141" to 142" to 142.5" to 143" to 144" to 145" to 145.5" to 147" to 147.5" to 148".

Note: in order by wheelbase lengths, and not in order by production year.

- List price ranged from **\$840** (*1937 Business Coupe 1088*) to **\$8,510** (*1938 Touring Cabriolet Brunn 387*);
- Weight ranged from **2,790 lbs** (*1921 Runabout 191*) to **5,950 lbs** (*1935 All-Weather Town Car LeBaron 194*);
- Custom bodies by: Fisher & Metal Body Co. (1914), Pullman (1920) Holbrook (1925), Dietrich & LeBaron (1933), Rollston & Brunn (1938). Note: there were several other custom body makers others as well.

Pre-War Packard Descriptions (1989-1942) - PART 4 OF 4

<u>Year</u>	<u>Models</u>	<u>Max HP</u>	<u>Cars</u>	<u>\$Price Range</u>
1899	1	9	1	1,200
1900	4	9	44	1,200-1,750
1901	5	12	84	1,500-2,500
1902	4	12	33	2,250-2,500
1903	4	24	184	2,200-2,300
1904	1	22	207	7,000-7,200
1905	4	24	403	3,400-4,600
1906	4	24	728	2,400-4,200
1907	4	30	1,128	4,200-5,600
1908	5	30	1,303	4,200-5,650
1909	11	30	2,303	3,200-5,600
1910	12	30	3,259	3,200-5,650
1911	14	30	2,225	3,200-5,650
1912	29	48	2,949	3,200-6,450
1913	21	38	1,452	3,200-5,650
1914	61	48	4,607	3,200-6,150
1915	39	48	2,161	3,750-6,010
1916	22	43.2	7,746	2,600-4,500
1917	22	43.2	8,999	2,865-4,970
1918	23	43.5	5,997	3,450-5,850
1919	17	43.2	3,589	3,950-6,750
1920	10	88	6,067	4,800-7,350

<u>Year</u>	<u>Models</u>	<u>Max HP</u>	<u>Cars</u>	<u>\$Price Range</u>
1921	9	52	9,930	3,000-8,000
1922	13	54	24,540	3,000-8,450
1923	16	54	22,919	2,485-8,450
1924	21	85	28,055	2,750-4,950
1925	24	85	48,270	2,585-5,775
1926	25	85	48,270	2,585-5,100
1927	16	105	29,812	2,585-5,100
1928	30	105	57,350	2,275-4,710
1929	48	130	55,081	2,235-5,985
1930	38	145	36,393	2,425-6,000
1931	40	120	15,450	2,235-6,075
1932	66	160	16,694	1,750-7,550
1933	54	160	4,883	2,150-7,000
1934	61	160	10,079	2,350-7,746
1935	56	175	32,870	980-6,435
1936	58	150	61,215	990-6,435
1937	51	175	123,044	840-5,900
1938	49	175	55,904	1,075-8,510
1939	35	120	46,404	1,000-8,355
1940	40	160	101,575	867-6,300
1941	39	160	74,279	907-4,850
1942	32	165	50,395	1,180-1,495

NOTE: PRODUCTION BY DECADES AS WELL AS BY ENGINE CYLINDERS ARE SHOWN IN THE TABLES ON PAGES 69 & 70

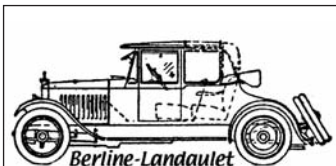
Their Were Many Unique **PRE-WAR PACKARD BODY STYLES** - Year Introduced (1899-1942)

Carriage, Dos-o-Dos	1899	Limousine, Cabriolet	1914	Convertible, Runabout	1933
Carriage	1900	Limousine, Salon	1914	Sedan, Formal	1933
Tonneau, Rear Entrance	1901	Touring, Salon	1914	Limousine, Commercial	1934
Touring, Rear Entrance	1901	Touring, Special	1914	Sedan, Commercial	1934
Surrey	1902	Coupe, Deluxe	1921	Speedster, Runabout	1934
Tonneau, Side Entrance	1902	Sedan, Deluxe	1921	Speedster, Sport Coupe	1934
King of Belgium	1903	Limousine, Sedan	1922	Coupe, Business	1935
Runabout	1903	Sport Model	1922	Coupe, Sport	1935
Touring	1903	Convertible, Coupe	1928	Touring, Coupe	1935
Brougham	1905	Sedan, Club	1928	Limousine, Business	1936
Limousine	1905	Coupe, Club	1929	Sedan, Business	1936
Landaulet	1906	Coupe, Rumble Seat	1929	Station Wagon, Sedan	1937
Closed Coupled	1908	Phaeton, Sport	1929	Touring, Limousine	1937
Limousine, Demi	1909	Coupe, Victoria	1930	Touring, Sedan Deluxe	1937
Phaeton	1910	Roadster, Boattail	1930	Touring, Cabriolet	1938
Coupe	1911	Cabriolet, All-Weather	1931	Turing, Sedan 2-Door	1938
Limousine, Imperial	1911	Cabriolet, All-Weather-Sport	1931	Convertible, Sport Sedan	1940
Landaulet, Imperial	1912	Landaulet, All-Weather	1931	Brougham, Sport	1940
Phaeton, Victoria	1912	Landaulet, All-Weather Sport	1931	Taxi Cab	1941
Coupe, Imperial	1913	Limousine, Sedan Cabriolet	1931	Convertible, Coupe Custom	1942
Roadster	1913	Town Car, All-Weather	1931	Coupe, Business Special	1942
Brougham, Salon	1914	Brougham, All-Weather	1932	Sedan, Club Custom	1942
Cabette	1914	Convertible, Sedan	1932	Sedan, Club Deluxe	1942
Convertible, All-Weather	1914	Convertible, Victoria	1932	Sedan, Club Special	1942
Landaulet, Cab Sides	1914	Coupe, Stationary	1932	Taxi Cab, New York Special	1942
Landaulet, Salon	1914	Roadster, Convertible	1932	Touring, Sedan Clipper	1942
Limousine, Cab Sides	1914	Sedan, Sport	1932	Touring, Sedan Custom	1942
				Touring, Sedan Special	1942

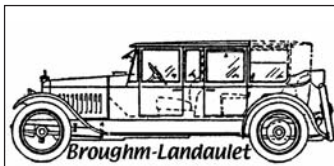
Note: Special Body Works were omitted to shorten the listing, such as:
 bodies by: • Brunn • Darrin • Deitrich • Fisher • Holbrook • LeBaron • Metal Car Co. • Pullman • Rollston, etc.

Sample of Early American Body Styles

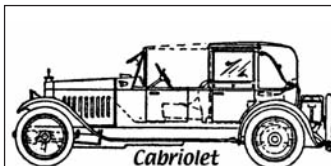
Berline-Landaulet



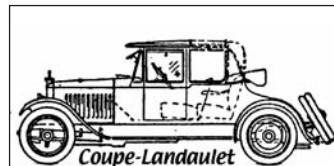
Brougham-Landaulet



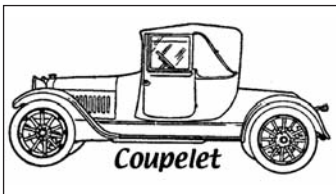
Cabriolet



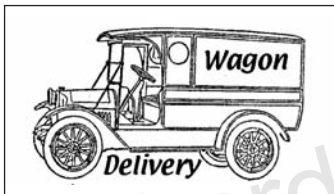
Coupe-Landaulet



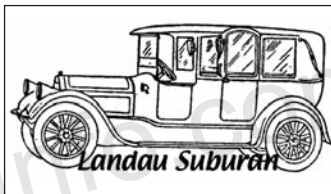
Coupelet or Cabriolet.



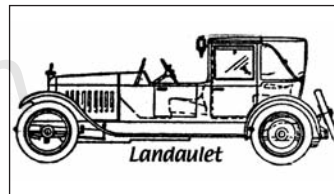
Delivery Wagon



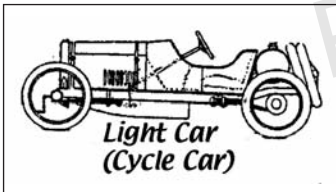
Landau Suburban



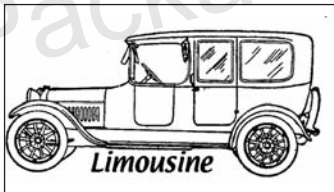
Landaulet



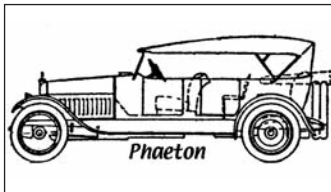
Light Car (Cycle Car)



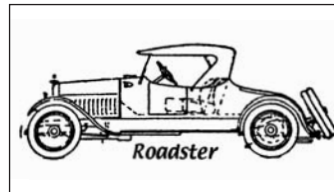
Limousine



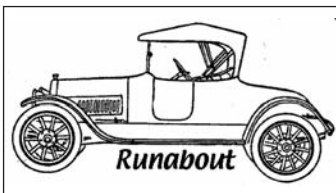
Phaeton



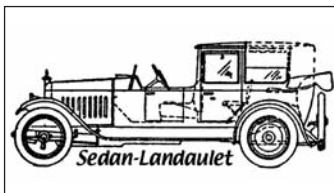
Roadster



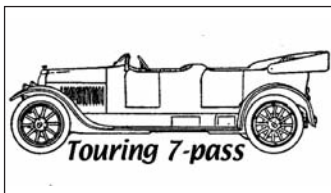
Runabout



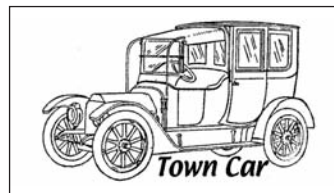
Sedan-Landaulet



Touring Car (7 pass)



Town Car (5 pass)



WHAT'S WITH NAMING AMERICAN AUTOMOBILES? (PART 1 OF 2)

The earliest motorized vehicles were buggies with engines placed at mid-point under the seat or at the rear of the carriage underneath to hide those new fangled contraptions. Names that were carried over at the beginning of the automobile development from the carriage manufacturing (1890 to 1905+) were,

• do-se-do • surrey • chelseas • Stanhope • phaeton • runabout • brougham • buckboard • motor buggy, etc.

The phaeton was the extension of the 2-passenger Stanhope with an extended wood frame to seat two additional passengers behind the front seat, which also became known as a touring car. The term tonneau was applied to a two seat buggy with an additional seat behind and a canvas connecting the front seat frame around the rear passengers for protection, known as a “tonneau cover”. The two seat buggy turned into a roadster, the buckboard became a truck and latter a pick-up. Although there were many manufactures with individually designed bodies and unique names, the illustrations on the next pages were names proposed and recommended by the Society Of Automobile Engineers (S.A.E.) at the beginning of the 1900's.

Roadster: The earlier descriptions were called “Runabout”, a small open-type body having one fixed cross seat for two passengers and a space or compartment at the rear for carrying luggage. Folding seats fitting into the luggage compartment were sometimes used and called “rumble seat”. The typical body had two doors, a folding roadster top and removable side curtains.

Couplet: Seats two or three with a folding top and full length doors with disappearing panels of glass in the doors.

Coupe: Enclosed single compartment body with one fixed cross-seat to accommodate two or three passengers. The seats may be staggered with one seat facing the rear and a folding seat at the rear making it into a four passenger car.

Touring: Open car seating four or more with direct entrance to the rear or “tonneau”.

Phaeton: Open-type body, with two fixed cross-seats and four or five passengers. Using folding seats in the “tonneau” rear, it becomes a seven passenger. The typical body has four doors, a folding phaeton top and emergency side curtains that are removable.

Convertible Coupe: Roadster with a folding top and full height doors with glass.

Convertible Sedan: Sedan with a collapsible top and roll down windows in the doors.

WHAT'S WITH NAMING AMERICAN AUTOMOBILES? (PART 2 OF 2)

Clover Leaf: An open car seating two or four. The rear seat is close to the divided front seat and entrance is only through the doors in front of the front seat. This description was dropped in the early teens.

Victoria: Convertible with a folding top seating four passengers. Entrance is through two doors in front of the front seats where one or both of the seats fold forward for entrance to the rear seats. Body style had roll-up windows. A modern version of the "Clover Leaf".

Sedan: Enclosed single compartment with two fixed cross-seats, seating four or five passengers.

Coach: Two door sedan body seating four or five passengers. Some manufactures used the term Brougham also to describe their two-door sedan.

Open Limousine: Touring car with a permanent standing top and disappearing or removable glass panels. This body style was not produced much past 1908.

Limousine: Enclosed body seating four or five with folding seats for two more making up to seven passengers. A window divider was sometimes installed between the front seating and the rear compartment. A Limousine without the divider is often called a "Touring Limousine". When a divider is added, it is called a "Formal Limousine".

Berline: Sedan body with the drivers seat entirely separate from the rear compartment. The window divider may move horizontally or vertically.

Brougham: Limousine body with no roof over the driver's compartment. Window behind the rear door, also known as a "Towncar".

Landaulet: Body similar to that of the Sedan, Limousine or Berline where the rear passenger compartment is collapsible up to the portion of the front compartment. No window behind the rear door, also known as a "Towncar".

• Sedan-Landaulet • Limousine-Landaulet • Berline-Landaulet • Brougham-Landaulet • Coupe-Landaulet

Cabriolet: Body similar to the Brougham and Landaulet without the collapsible rear compartment. Some may have a padded top and side landau bars by some manufactures. Cabriolet is often referred to a two door coupe, with padded top and side landau bars by some manufactures.

Pre-War Packards Exhibited Performance & Style!

1889 Packard No 1 (still exists)



1908 Roadster



1901 Model C Roadster



1909 Roadster



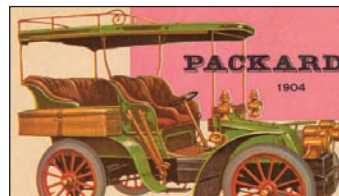
1903 F Series Runabout



1909 Runabout



1904 Tonneau



1910 Model 30 Touring Car



1911 Model 30 Touring Car



1912 Landaulet



1912 Six Roadster



1916 Touring Car



1916 Twin-Six Touring Car



1917 Model E Truck



1920 Runabout



1921 Touring Car



Pre-War Packards Exhibited Performance & Style!

1925 Runabout



1926 5-pass Touring Car



1926 Six Runabout



1927 Six 7-pass Touring Car



1927 Six Roadster



1927 Eight 5-pass Phaeton



1928 Roadster



1928 Runabout



1928 7-pass Sedan



1928 Sport Phaeton



1929 Standard Eight Club Sedan



1929 Convertible Coupe



1929 Phaeton Dietrich



1929 Phaeton



1929 Roadster



1929 Sport Phaeton



Pre-War Packards Exhibited Performance & Style!

1929 Standard Eight Roadster



1929 Touring Car



1930 5-pass Phaeton



1930 Convertible Sedan



1930 Convertible Victoria



1930 Speedster



1930 Boattail Speedster



1930 Boattail Speedster



1931 Conv. Victoria Dietrich



1931 Coupe



1931 Sport Phaeton



1931 Phaeton



1931 Roadster



1932 Boattail



1932 Phaeton



1932 Twelve Convertible Victoria



Pre-War Packards Exhibited Performance & Style!

1933 Coupe Roadster



1933 Phaeton



1933 Convertible Sedan Dietrich



1933 Twelve Roadster



1934 Speedster Sport Coupe



1934 Coupe Roadster



1934 Sport Coupe



1934 Sport Phaeton



1934 Twelve 5-pass Phaeton



1934 Twelve Victoria Dietrich



1935 Formal Sedan



1935 Twelve Town Car LeBaron



1936 Convertible Coupe



1936 Convertible Sedan



1936 2-door Coupe



1936 Twelve Phaeton



Pre-War Packards Exhibited Performance & Style!

1936 Twelve Convertible Coupe



1936 Twelve Convertible Victoria



1936 Twelve Victoria Dietrich



1937 One-Twenty Touring Coupe



1937 Su8 Convertible Coupe



1937 Twelve Convertible Coupe



1937 Su8 Convertible Coupe



1937 Su8 Touring Sedan



1937 Twelve Convertible Coupe



1938 Cabriolet Brunn



1938 Sup8 Baker Sedanca Deville



1938 Su8 Conv. Sedan Dietrich



1938 Twelve Convertible Victoria



1937 Twelve Convertible Coupe



1938 Twelve Hearse



1938 Custom Limousine



Pre-War Packards Exhibited Performance & Style!

1939 One-Twenty 2-door Coupe



1939 Cabriolet Brunn



1939 All-Weather Town Car



1939 Twelve Rumble Seat Coupe



1939 Twelve Touring Sedan



1940 Convertible Victoria Darrin



1940 One-Twenty Roadster



1940 Custom Su8 Club Sedan



1940 Convertible Coupe



1940 Convertible Sedan Derham



1941 Clipper Coupe



1941 Clipper Eight



1941 Clipper Military Staff Car



1941 Station Wagon by Hercules



1942 Eight Convertible Coupe



1942 Super-Eight Limousine



PRE-WAR PACKARDS WERE THE CHOICE OF MANY CELEBRITIES! - (SCANNED PHOTOS)

Ballet Star Anna Pavlova - 1916 Twin-Six



Egar Rice Burroughs' Wife/Daughter - 1923 Twin-Six Sedan Limo



Babe Ruth - 1924 Single Eight Phaeton 136



Actress Paula Stark - 1926 Town Car (Hollywood Hotel)



William R. Hearst, Jr. - 1926 Eight Roadster



Film Actress Gilda Gray - 1927 Phaeton 8



PRE-WAR PACKARDS WERE THE CHOICE OF MANY CELEBRITIES! - (SCANNED PHOTOS)

Actor William Cowler, Jr. - 1927 Runabout 433 Dietrich



Charles "Buddy" Rogers - 1928 7-pass Touring Car



Aviator Charles Lindeberg - 1929 Speedster



Actress Fay Wray - 1928 Six Model 526



President Herbert Hoover - 1928 Sedan Limousine



Actress Irene Rich - 1929 All-Weather Town car



PRE-WAR PACKARDS WERE THE CHOICE OF MANY CELEBRITIES! - (SCANNED PHOTOS)

Actress Rachel Torres - 1929 All-Weather Town Car



Carole Lombard & Lyle Taylor - 1930 Roadster Custom



Actor Clark Gable & 1st Wife - 1930 Club Sedan 840



Actress Dorothy Jordan - 1930 Sports Roadster 733



Actor Jake Holt - 1930 Sedan Limousine Dietrich



Golf Great Gene Sarazen - 1930 Conv. Sedan Dietrich



PRE-WAR PACKARDS WERE THE CHOICE OF MANY CELEBRITIES! - (SCANNED PHOTOS)

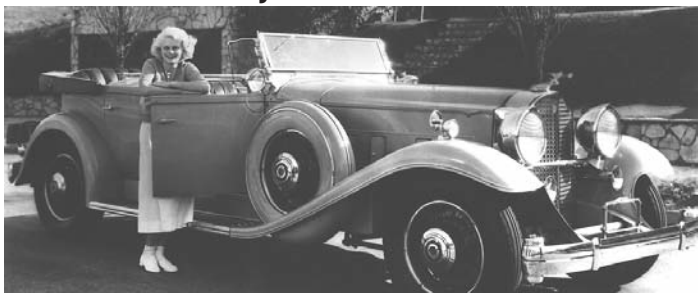
Actor Peter Fonda in "The Young Lovers" - 1930 7th Series



Starlet Dorothy Compos - 1932 Light Eight



Film Actress Jean Harlow - 1932 Phaeton



Heavyweight Champion Jack Dempsey - 1931 Custom Eight



On the set w/Gloria Swanson - 1932 V-12 Phaeton 905



Victor Jory & Helen Twelvetree - 1932 7 pass Sedan 906



PRE-WAR PACKARDS WERE THE CHOICE OF MANY CELEBRITIES! - (SCANNED PHOTOS)

President Elect F. D. Roosevelt - 1932 Twin-Six Conv. Sedan



President Franklin D. Roosevelt - 1933 Touring



Film Star Harold Lloyd - 1935 Twelve Sedan



N.Y. Governor Running for Pres. - 1936 120 Conv. Sedan



Comedian/Actor Bob Hope - 1936 Eight Conv. Victorian

Film Star Dixie Dunbar - 1936 Convertible 120



PRE-WAR PACKARDS WERE THE CHOICE OF MANY CELEBRITIES! - (SCANNED PHOTOS)

Ballet Star Yurek Shabelevsky - 1937 Su8 Convertible Victoria



Bandleader Gene Krupa - 1940 Con. Victoria Darrin



Merv Griffin - 1940 Convertible 140



Heda Hopper - 1940 Convertible Sedan Darrin



Generals Eisenhower & Marshall - 1942 Sedan



Gene Hersolt gets keys for a 1951 "200"



1899 Packard Model A (1-cylinder 5 1/2" x 6" @ 7.5 hp) - Price: (\$1,200)

1 Model: 71.5" 2-4 pass **Dos-o-Dos Carriage**

1 made (exists today!)

1900 Packard Model A (1-cylinder 5 1/2" x 6" @ 9 hp) - Price: (\$1,200 - \$1,250)

2 Models: 71.5" 2 pass **Carriage**

5 cars 71.5" 2-4 pass **Dos-o-Dos Carriage**

1900 Packard Model B (1-cylinder 5 1/2" x 6" @ 9 hp) - Price: (\$1,700 - \$1,750)

2 Models: 76" 2 pass **Carriage**

49 cars 76" 2-4 pass **Dos-o-Dos Carriage**

1901 Packard Model C (1-cylinder 6" x 6 1/2" @ 12 hp) - Price: (\$2,000)

3 Models: 75" 2 pass **Carriage**

81 cars 75" 2-4 pass **Dos-o-Carriage**

made 76" 6 pass **Touring** w/rear entrance

1901 Packard Model E (1-cylinder 6" x 6 1/2" @ 12 hp) - Price: (\$1,500)

1 Model: 84" 2-4 pass

1 experimental car made

1901 Packard Model F (1-cylinder 6" x 6 1/2" @ 12 hp)

1 Model: 84" 5 pass **Tonneau** (w/ rear entrance) - Price: (\$2,500)

2 experimental cars made

1902 Packard Model F (1-cylinder 6" x 6 1/2" @ 12 hp) - Price: (\$2,250-2,500)

2 Models: 84" 2 pass **Without Tonneau**

29 cars 84" 5 pass **Tonneau**

1902 Packard Model G (1-cylinder 6" x 6 1/2" @ 24 hp) - Price: (\$?,???)

2 Models: 91" 4 pass **Surrey**

4 cars 91" 8 pass **Tonneau**

1903 Packard Model F (1-cylinder 6" x 6 1/2" @ 12 hp) - Price: \$2,200-\$2,300)

2 Models: 88" 2 pass **Runabout**

150 cars 88" 5 pass **Touring**

1903 Packard Model K (4-cylinder 4" x 5" @ 24 hp) - Price: (\$7,000-\$7,300)

2 Models: 92" 4 pass **King of Belgium**

34 cars 92" 5 pass **Tonneau** (rear entrance)

1904 Packard Model L (4-Cylinders 3 7/8" x 5 1/8" @ 22 hp) - Price: (\$3,000)

1 Model: 94" 5 pass **Touring**

207 cars made

1905 Packard Model N (4-Cylinders 4 1/16" x 5 1/2" @ 28 hp) - Price: (\$3,500-\$4,600)

4 Models: 108" 2-3 pass **Runabout**

403 119" 5 pass **Brougham & Touring**

cars made 119" 7 pass **Limousine**

1906 Packard Model S or (24) (4-cylinders 4 1/2" x 5 1/2" @ 24 hp) - Price: (\$2,400-\$4,200)

4 Models: 108" 2-3 pass **Runabout**

728 cars 119" 7 pass **Landulet ⇄ Limousine & Touring**

1907 Packard Thirty (U) (4-cylinders 5" x 5 1/2" @ 30 hp) - Price: (\$4,200-\$5,600)

4 Models: 108" 2 pass **Runabout**

1,128 cars 122" 7 pass **Landulet ⇄ Limousine & Touring**

1908 Packard Thirty (UA) (4-cylinders 5" x 5 1/2" @ 30 hp) - Price: (\$4,200-\$5,650)

5 Models: 108" 2 pass **Runabout**

1,303 cars 123.5" 4-5 pass **Close Coupled**

made 123.5" 7 pass **Landulet ⇄ Limousine & Touring**

1909 Packard Thirty (UB & UBS) (4-cylinders 5" x 5 1/2" @ 30 hp) - Price: (\$4,200)

6 Models: 108" 2 pass **Runabout**
1,501 123.5" 5-6 pass **Closed Coupled**
cars made 123.5" 7 pass **Touring ⇄ Limousine ⇄ Demi Limousine ⇄ Landalet & Closed Coupled**

1909 Packard Eighteen (4-cylinders 4 1/16 x 5 1/8" @ 18 hp) - Price: (\$3,200)

5 Models: 102" 2 pass **Runabout**
802 cars 112" 5 pass **Closed Coupled,**
112" 7 pass **Landalet ⇄ Touring & Limousine**

1910 Packard Thirty (UC & UCS) (4-cylinders 5" x 5 1/2" @ 30 hp) - Price: (\$4,200-\$5,650)

7 Models: 108" 2-3 pass **Runabout**
2,493 123.5" 5 pass **Phaeton & Demi Limousine**
cars made 123.5" 5-6 pass **Closed Coupled**
123.5" 7 pass **Touring ⇄ Limousine & Landalet**

1910 Packard Eighteen (NB) (4-cylinders 4 1/16" x 5 1/8" @ 18 hp) - Price: (\$3,200-\$4,500)

5 Models: 102" 2-3 pass **Runabout**
766 112" 5 pass **Closed Coupled & Touring**
cars made 112" 7 pass **Limousine & Landalet**

1911 Packard Thirty (UD & UDS) (4-cylinders 5" x 5 1/2" @ 30 hp) - Price: (\$4,200-\$5,600)

7 Models: 108" 2 pass **Coupe & Runabout**
1,865 123.5" 5 pass **Phaeton**
cars made 123.5" 5-6 pass **Closed Coupled**
123.5" 7 pass **Touring ⇄ Limousine & Landalet**

1911 Packard Eighteen (NC) (4-cylinders 4 1/16" x 5 1/8" @ 18 hp) - Price: (\$3,200-\$4,700)

7 Models: 102" 2 pass **Coupe & Runabout**
360 cars 112" 5 Pass **Closed Coupled & Touring**
112" 7 pass **Limousine ⇄ Imperial Limousine & Landalet**

1912 Packard Thirty (UE) (4-cylinders 5" x 5 1/2" @ 30 hp) - Price: (\$4,200-\$5,650)

10 Models:	114" 2 pass	Coupe & Runabout
1,250	123.5" 7 pass	Touring ⇄ Limousine & Imperial Limousine
cars made	129.5" 5 pass	Closed Coupled & Phaeton,
	129.5" 7 pass	Landaulet ⇄ Imperial Landaulet & Brougham

1912 Packard Eighteen (NE) (4-cylinders 4 1/16" x 5 1/8" @ 18 hp) - Price: (\$3,200-\$4,600)

8 Models:	108" 2 pass	Coupe & Runabout
350	112" 7 pass	Closed Coupled ⇄ Touring ⇄ Landaulet ⇄
cars made	112" 7 pass	Imperial Landaulet ⇄ Limousine & Imperial Limousine

1912 Packard Six (6-cylinders 4 1/2" x 5 1/2" @ 48 hp) - Price: (\$5,200-\$6,450)

11 Models:	121.5" 2 pass	Coupe & Runabout
1,349	133" 5 pass	Close Coupled
cars made	133" 7 pass	Touring ⇄ Limousine ⇄ Imperial Limousine ⇄ Landaulet & Imperial Landaulet
	139" 4 pass	Brougham
	139" 5 pass	Phaeton & Phaeton Victoria

1913 Packard 2-48 or 1348 (6-cylinders 4 1/2" x 5 1/2" @ 48 hp) - Price: (\$4,200-\$5,750)

10 Models:	121.5" 2 pass	Roadster
1,000	121.5 3 pass	Coupe
cars made	133" 5 pass	Closed Coupled
	133" 7 pass	Landaulet ⇄ Imperial Landaulet ⇄ Limousine & Imperial Limousine
	139" 5 pass	Brougham & Phaeton
	139" 7 pass	Touring

1913 Packard 1-38 or 1338 (6-cylinders 4" x 5 1/2" @ 38 hp) - Price: (\$4,050-\$5,500)

11 Models:	115.5" 2 pass	Coupe & Roadster
452	115.5" 4 pass	Imperial Coupe
cars made	134" 4 pass	Landaulet ⇄ Imperial Landaulet ⇄ Limousine ⇄ Imperial Limousine & Touring
	138" 4 pass	Brougham & Phaeton
	138" 5 pass	Phaeton

1914 Packard 1-38 or **1438** (6-cylinders 4" x 5 1/2" @ 38 hp) - Price/Weight: (\$3,200-\$4,700) / (3,820-4,510 lbs)

<u>11 Models:</u>	115.5"	2 pass	Coupe & Runabout
1,166	115.5"	4 pass	Imperial Coupe
cars made	134"	5 pass	Touring ⇄ Limousine ⇄ Imperial Limousine ⇄ Landaulet & Imperial Landaulet
	138"	4 pass	Brougham & Phaeton
	138"	5 pass	Phaeton

1914 Packard 2-38 6-cylinders 4 1/2" x 5 1/2" @ 38 hp) - Price/Weight: (\$3,350-\$5,100) / (4,113-4,916 lbs)

<u>19 Models:</u>	121.5"	2 pass	Runabout
1,501	140"	3 pass	Coupe
cars made	140"	4 pass	Salon Brougham & Phaeton
	140"	5 pass	Phaeton
	140"	6 pass	Salon Touring ⇄ Brougham ⇄ Landaulet ⇄ Standard Limousine & Special Touring
	140"	7 pass	Touring ⇄ Imperial Limousine ⇄ Salon Limousine ⇄ Cab Sides Limousine ⇄
	140"	7 pass	Standard Landaulet ⇄ Standard Limousine ⇄ Cab Side Limousine ⇄
	140"	7 pass	Standard Limo (by Fisher) ⇄ All-Weather Convertible (by Metal Body Co.),

1914 Packard 3-48 or **1448** (6-cylinders 4 1/2" x 5 1/2" @ 48 hp) - Price/Weight: (\$3,200-\$4,850) / (4,113-4,916 lbs)

<u>11 Models:</u>	139"	2-3 pass	Runabout
1,499	139"	4 pass	Phaeton & Imperial Coupe
cars made	139"	5 pass	Phaeton ⇄ Salon Touring & Brougham
	139"	6 pass	Imperial Limousine
	139"	5-7 Pass	Imperial Limousine
	139"	7 pass	Touring ⇄ Cabriolet Limousine & Salon Limousine

1914 Packard 4-48 (6-cylinders 4 1/2" x 5 1/2" @ 48 hp) - Price/Weight: (\$4,750-\$6,100) / (4,310-5,516 lbs)

<u>20 Models:</u>	144"	2 pass	Runabout
441	144"	3 pass	Coupe
cars made	144"	4 pass	Salon Limousine ⇄ Phaeton ⇄ Cabette & Salon Brougham
	144"	5 pass	Closed Coupled & Phaeton
	144"	6 pass	Salon Touring ⇄ Imperial Limousine ⇄ Limousine ⇄
	144"	6 pass	Cab Sides Limousine ⇄ Landaulet & Brougham
	144"	5-7 pass	Touring - Imperial Limousine ⇄ Limousine ⇄
	144"	5-7 pass	Cab Sides Limousine ⇄ Landaulet & Cab Sides Landaulet

1915 Packard 3-38 or 1438 (6-cylinders 4" x 5 1/2" @ 38 hp) - Price/Weight: (\$3,750-\$5,150) / (4,163-4,916 lbs)

<u>21 Models:</u>	140"	2 pass	Runabout
1,801	140"	3 pass	Coupe
cars made	140"	4 pass	Salon Brougham & Phaeton
	140"	5 pass	Phaeton & Imperial Coupe
	140"	6 pass	Salon Touring ⇄ Special Touring ⇄ Imperial Limousine - Limousine ⇄
	140"	6 pass	Cab Sides Limousine ⇄ Landalet & Brougham
	140"	5-7 pass	Touring ⇄ Imperial Limousine ⇄ Limousine ⇄ Cabriolet Limousine ⇄ Landalet ⇄
	140"	5-7 pass	Cab Sides Landalet ⇄ Salon Limousine & Cab Sides Limousine

1915 Packard 5-48 or 1448 (6-cylinders 4 1/2" x 5 1/2" @ 48 hp) - Price/Weight: (\$4,750-\$6,100) / (4,310-5,015 lbs)

<u>18 Models:</u>	144"	2 pass	Runabout
360	144"	4 pass	Phaeton & Coupe
cars made	144"	5 pass	Phaeton
	144"	6 pass	Brougham ⇄ Salon Brougham ⇄ Landalet ⇄ Cab Sides Limousine ⇄
	144"	6 pass	Limousine ⇄ Imperial Limousine & Salon Touring
	144"	5-7 pass	Salon Limousine ⇄ Cab Sides Landalet ⇄ Landalet ⇄ Cabriolet Limousine ⇄
	144"	5-7 pass	Limousine ⇄ Imperial Limousine & Touring

1916 Packard Twin-Six 1-25 (12-cylinders 4" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$2,600-\$4,150) / (4,310-4,600 lbs)

<u>9 Models:</u>	125"	2 pass	Runabout
3,606	125"	3 pass	Coupe
cars made	125"	4 pass	Salon Brougham,
	125"	5 pass	Phaeton & Salon Brougham,
	125"	6 pass	Landalet & Limousine,
	125"	7 pass	Touring & Salon Touring

1916 Packard Twin-Six 1-35 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$2,900-\$4,800) / (4,350-4,920 lbs)

<u>13 Models:</u>	135"	4 pass	Salon Brougham
4,140	135"	5 pass	Salon Phaeton & Phaeton
cars made	135"	6 pass	Standard Landalet & Standard Limousine
	135"	7 pass	Landalet ⇄ Cab Sides ⇄ Landalet ⇄ Cab Sides Limousine ⇄ Standard Limousine ⇄
	135"	7 pass	Imperial Limousine ⇄ Salon Touring & Touring

1917 Packard Twin-Six 2-25 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$2,865-\$4,500) / (4,150-4,700 lbs)

9 Models: 126.5" 2 pass
4,950 126.5 3 pass
cars made 126.5" 4 pass
126.5" 5 pass
126.5" 6 pass
126.5" 7 pass

Runabout
Coupe
Brougham & Runabout,
Phaeton & Salon Phaeton
Landaulet & Limousine
Touring

1917 Packard Twin-Six 2-35 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$3,265-\$5,150) / (4,440-4,970 lb)

13 Models: 135" 4 pass
4,049 136" 5 pass
cars made 136" 6 pass
136" 7 pass
136" 7 pass

Salon Brougham
Phaeton & Salon Phaeton,
Standard Landaulet & Standard Limousine
Landaulet ⇄ Cab Sides Landaulet ⇄ Cab Sides Limousine ⇄ Standard Limousine ⇄
Salon Limousine ⇄ Imperial Limousine ⇄ Salon Touring & Standard Touring

1918 Packard Twin-Six 3-25 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$3,450-\$5,450) / (4,210-4,860 lbs)

11 Models: 126.5" 4 pass
3,306 126.5" 5 pass
cars made 126.5" 6 pass
126.5" 7 pass

Coupe & Runabout
Phaeton & Salon Phaeton
Brougham
Brougham ⇄ Imperial Limousine ⇄ Landaulet ⇄ Limousine ⇄ Salon Touring & Touring

1918 Packard Twin-Six 3-35 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$3,850-\$5,850) / (4,465-4,920 lbs)

6 Models: 136" 7 pass
2,691 cars 136" 7 pass

Brougham ⇄ Landaulet & Limousine,
Imperial Limousine ⇄ Touring & Salon Touring

1919 Packard Twin-Six 3-25 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$3,950-\$6,400) / (4,210-4,860 lbs)

11 Models: 126.5" 4 pass
874 126.5" 5 pass
cars made 126.5" 6 pass
126.5" 7 pass

Coupe & Runabout
Phaeton & Salon Phaeton
Brougham
Brougham ⇄ Landaulet ⇄ Limousine ⇄ Imperial Limousine ⇄ Touring & Salon Touring

1919 Packard Twin-Six 3-35 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$4,300-\$6,750) / (4,465-4,920 lbs)

6 Models: 136" 7 pass
2,715 cars 136" 7 pass

Brougham ⇄ Landaulet - Limousine ⇄
Imperial Limousine ⇄ Touring & Salon Touring

1920 Packard Twin-Six 3-25 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$4,800-\$6,950) / (4,210-4,755 lbs)

6-Models: 126.5" 4 pass **Coupe & Runabout**
874? 126.5" 5 pass **Phaeton**
cars made 126.5" 7 pass **Landulet ⇄ Limousine & Touring**

1920 Packard Twin-Six 3-35 (12-cylinders 3" x 5" @ 88 hp) - Price/Weight: (\$5,150-\$7,350) / (4,465-4,920 lbs)

6 Models: 136" 7 pass **Limousine ⇄ Imperial Limousine ⇄ Brougham ⇄**
5,193 cars 136" 7 pass **Landulet ⇄ Touring & Salon Touring**

1921 Packard Twin-Six 3-25 (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$5,550-\$8,000) / (4,300-5670 lbs)

5 Models: 136." 4-5 pass **Duplex Coupe & Phaeton,**
1,130 cars 136" 7 pass **Touring & Salon Touring**

1921 Packard Single-Six (6-cylinders 3 3/8" x 4 1/2" @ 52 hp) - Price/Weight: (\$3,000-\$4,950) / (2,790-3,170 lbs)

4 Models: 116" 2 pass **Runabout (191)**
8,800 116" 4 pass **Coupe (193)**
cars made 116" 5 pass **Sedan (192) & Touring (190)**

1922 Packard Twin-Six (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$6,000-\$8,450) / (4,300-4,670 lbs)

5 Models: 136." 4-5 pass **Duplex Coupe & Phaeton**
1,944 cars 136" 7 pass **Duplex Sedan ⇄ Limousine & Touring**

1922 Packard Single-Six (6-Cylinders 3 3/8" x 5" @ 54 hp) - Price/Weight: (\$3,000-\$4,950) / (2,790-3,170 lbs)

8 Models: 126" 2 pass **Runabout**
22,596 126" 4 pass **Coupe (239) & Sport Model (246)**
cars made 126" 5 pass **Touring (220) & Sedan (221)**
133" 7 pass **Touring (225) ⇄ Sedan (228) & Sedan Limousine (229)**

1923 Packard Twin-Six (12-cylinders 4 1/2" x 5 1/2" @ 43.2 hp) - Price/Weight: (\$6,000-\$8,450) / (4,300-4,670 lbs)

5 Models: 136" 4-5 pass **Duplex Coupe & Phaeton**
323 cars 136" 7 pass **Duplex Sedan ⇄ Limousine & Touring (223)**

Note: **1923 Packard Single-Six** on next page

1923 Packard Single-Six (6-cylinders 3 5/8" x 5" @ 54 hp) - Price/Weight: (\$2,485-\$3,575) / (3,030-3,680 lbs)

11-Models: 126" 2-4 pass **Runabout** (223)
22,596 126" 4 pass **Coupe** (222) & **Sport Model** (224)
cars made 126" 5 pass **Touring** (220) ⇄ **Sedan** (221) ⇄ **Coupe** (230) ⇄
126" 5 pass **Sedan Limousine** (231) & **Touring Sedan** (232)
133" 7 pass **Touring** (244) ⇄ **Sedan** (228) & **Sedan Limousine** (231)

1924 Packard Single 8 (8-cylinders 3 3/8" x 5" @ 85 hp) - Price/Weight: (\$3,650-\$4,950) / (3,180-4,434 lbs)

10 Models: 136" **136** 2-4 pass **Runabout** (234)
8,397 136" **136** 4 pass **Coupe** (239) & **Sport Model** (246)
cars made 136" **136** 5 pass **Sedan** (237) ⇄ **Coupe** (242) & **Touring** (244)
1st Series 143" **143** 5 pass **Sedan Limousine** (243)
143" **143** 7 pass **Sedan** (240) ⇄ **Sedan Limousine** (241) & **Touring** (245)

1924 Packard Six (6 cylinders 3 3/8" x 5" @ 54 hp) - Price/Weight: (\$2,750-\$3.675) / (3,117-3,817 lbs)

11 Models: 126" **226** 2-4 pass **Runabout** (223)
19,658 126" **226** 4 pass **Coupe** (222) & **Sport Model** (224)
cars made 126" **226** 5 pass **Touring** (220) ⇄ **Sedan** (221) ⇄ **Coupe** (230) ⇄ **Sedan Limousine** (231) & **Touring** (232)
1st Series 133" **233** 7 pass **Touring** (225) ⇄ **Sedan** (228) & **Sedan Limousine** (229)

1925 Packard Eight (8-cylinders 3 1/8" x 5" @ 85 hp) - Price/Weight: (\$3,650-\$5,775) / (?,???)

11 Models: 136" **236** 2-pass **Holbrook Coupe**
7,912 136" **236** 2-4 pass **Runabout** (234)
cars made 136" **236** 4 pass **Coupe** (236) & **Sport Model** (246)
2nd Series 136" **236** 5 pass **Coupe** (242) ⇄ **Phaeton** (244) ⇄ **Sedan** (253) & **Club Sedan** (255)
143" **243** 5 pass **Sedan Limousine** (257)
143" **243** 7 pass **Touring** (245) & **Sedan** (254)

1925 Packard Six (6-cylinders 3 3/8" x 5" @ 54 hp) - Price/Weight: (\$2,585-\$3.585) / (3,458-4,080 lbs)

13 Models: 126" **326** 2 pass **Coupe** (268)
40,358 126" **326** 4 pass **Coupe** (222) ⇄ **Runabout** (223) & **Sport Model** (224)
cars made 126" **326** 5 pass **Touring** (220) ⇄ **Sedan**, (221) ⇄ **Phaeton** (226) ⇄ **Coupe** (230) & **Sedan Limousine** (231)
2nd Series 133" **333** 5 pass **Club Sedan** (265)
133" **333** 7 pass **Touring** (225) ⇄ **Sedan** (266) & **Sedan Limousine** (267)

1926 Packard Eight (8-cylinders 3 1/2" x 5" @ 60 hp) - Price/Weight: (\$3,965-\$5,100) / (3,965-4,615 lbs)

12 Models: 136" **236** 2-pass **Holbrook Coupe** (281)

7,912 136" **236** 4 pass **Runabout** (234) ⇄ **Coupe** (239) & **Sport Model** (246)

cars made 136" **236** 5 pass **Coupe** (242) ⇄ **Sedan Phaeton** (244) ⇄ **Sedan** (253) & **Sedan Limousine** (257)

2nd Series 143" **243** 5 pass **Club Sedan** (255)

143" **243** 7 pass **Touring** (245) ⇄ **Sedan** (254) & **Sedan Limousine** (256)

1926 Packard Six (6-cylinders 3 1/2" x 5" @ 60 hp) - Price/Weight: (\$2,585-\$3,585 / (3,458-4,080 lbs)

13 Models: 126" **326** 5 pass **Club Sedan** (265)

40,358 126" **326** 2 pass **Coupe** (268)

cars made 126" **326** 4 pass **Coupe** (222) ⇄ **Runabout** (223) & **Sport Model** (224)

2nd Series 126" **326** 5 pass **Touring** (220) ⇄ **Sedan** (221) ⇄ **Phaeton** (226) ⇄ **Coupe** (230) & **Sedan Limousine** (231)

133" **333** 7 pass **Touring** (225) ⇄ **Sedan** (266) & **Sedan Limousine** (267)

1927 Packard Eight (8-cylinders 3 1/2" x 5" @ 105 hp) - Price/Weight: (\$3,750-\$5,100) / (4,110 lbs-4,700 lbs)

8 Models: 136" **336** 4 pass **Runabout** (292)

4,486 136" **336** 5 pass **Phaeton** (291) & **Sedan** (293)

cars made 143" **343** 4 pass **Coupe** (297)

3rd Series 143" **343** 5 pass **Club Sedan** (296)

143" **343** 7 pass **Touring** (290) ⇄ **Sedan** (294) & **Limousine** (295)

1927 Packard Six (6-cylinders 3 5/8" x 5" @ 81 hp) - Price/Weight: (\$2,585-\$2,885) / (3,545 lbs-4,130 lbs)

8 Models: 126" **436** 4 pass **Roadster** (302)

25,335 126" **436** 5 pass **Touring** (301) & **Sedan** (303)

cars made 133" **433** 4 pass **Coupe** (307)

3rd Series 133" **433** 5 pass **Club Sedan** (306)

133" **433** 7 pass **Touring** (300) ⇄ **Sedan** (304) & **Sedan Limousine** (305)

1928 Packard Custom Eight (8-cylinders 3 1/2" x 5" @ 105 hp) - Price/Weight: (\$3,875-\$4,450) / (4,290-4,900 lbs)

9 Models: 143" **433** 2 pass **Convertible Coupe** (319)
7,800 143" **433** 2-4 pass **Coupe** (318)
cars made 143" **433** 4 pass **Runabout** (312) & **Coupe** (317)
4th Series 143" **433** 5 pass **Phaeton** (311) & **Club Sedan** (316)
143" **433** 7 pass **Touring** (310) ⇄ **Sedan** (314) & **Limousine** (315)

1928 Packard Standard Eight (8-cylinders 3 1/2" x 5" @ 105 hp) - Price/Weight: (\$3,975-\$4,710) / (4,110-5,250 lbs)

9 Models: 143" **433** 2 pass **Convertible Coupe** (389)
7,800 143" **433** 2-4 pass **Coupe** (388)
cars made 143" **433** 4 pass **Runabout** (382) & **Coupe** (387)
4th Series 143" **433** 5 pass **Phaeton** (381) & **Club Sedan** (386)
143" **433** 7 pass **Touring** (380) ⇄ **Sedan** (384) & **Sedan Limousine** (385)

1928 Packard Six (6-cylinders 3 5/8" x 5" @ 81 hp) - Price/Weight: (\$2,275-\$2,785) / (3,670-4,205 lbs)

12 Models: 126" **526** 2 pass **Convertible Coupe** (309)
41,750 126" **526** 2-4 pass **Coupe** (308)
cars made 126" **526** 4 pass, **Runabout** (302)
5th Series 133" **533** 5 pass **Phaeton** (301) & **Sedan** (303)
133" **533** 2 pass **Runabout** (222)
133" **533** 4 pass **Coupe** (307)
133" **533** 5 pass **Club Sedan** (306) & **Phaeton** (321)
133" **533** 7 pass **Touring** (300) ⇄ **Sedan** (304) & **Sedan Limousine** (305)



1929 Packard Speedster (8-cylinders 3 1/2" x 5" @ 130 hp) - Price/Weight: (\$5,000+) / (4,065-4,165 lbs)

2 Models: 126.5" **626** 2-4 Pass **Roadster** (392)

70 cars 126.5" **626** 4 pass **Phaeton** (391)

6th Series

1929 Packard DeLuxe Eight (8-cylinders 3 1/2" x 5" @ 105 hp) - Price/Weight: (\$3,175-\$5,985) / (4,475-5,155 lbs)

18 Models: 140" **640** 2-4 pass **Roadster** (342) ⇄ **Coupe** (348) & **Convertible Coupe** (349)

11,862 140" **640** 4 pass **Club Coupe** (347)

cars made 140" **640** 5 pass **Phaeton** (341) & **Club Sedan** (346)

6th Series 140" **640** 7 pass **Touring** (340) ⇄ **Sedan** (344) & **Sedan Limousine** (345)

145" **645** 2-4 pass **Roadster** (272) & **Coupe** (378)

145" **645** 5 pass **Phaeton** (371) ⇄ **Sport Phaeton** (373) ⇄ **Club Sedan** (376) & **Coupe** (377)

145" **645** 7 pass **Touring** (370) ⇄ **Sedan** (374) & **Sedan Limousine** (375)

1929 Packard Standard Eight (8-cylinders 3 3/16" x 5" @ 130 hp) - Price/Weight: (\$2,435-\$2,835) / (missing)

10 Models: 126" **626** 2-4 Pass **Coupe Rumble Seat** (338) & **Convertible Coupe** (339)

43,149 126" **626** 5 pass **Sedan** (333)

cars made 133" **633** 2-4 pass **Roadster** (352)

6th Series 133" **633** 4 pass **Club Coupe** (337)

133" **633** 5 pass **Phaeton** (351) & **Club Sedan** (336)

133" **633** 7 pass **Touring** (330) ⇄ **Sedan** (334) & **Limousine** (335)



1930 Packard Speedster Eight (8-cylinders 3 1/2" x 5" @ 145 hp) - Price/Weight: (\$5,210-\$6,000) / (4,295-4,300 lbs)

5 Models: 134.5" **734** 2 pass **Boattail Roadster** (422)

117 134.5" **734** 2-4 pass **Runabout** (452)

cars made 134.5" **734** 4 pass **Sport Phaeton** (445)

7th Series 134.5" **734** 5 pass **Sedan** (443) & **Victoria Coupe** (447)

1930 Packard DeLuxe Eight (8-cylinders 3 1/2" x 5" @ 106 hp) - Price/Weight: (\$3,190-\$5,350) / (4,245-5,000 lbs)

22 Models: 140.5" **740** 2-4 pass **Roadster** (412) ⇨ **Coupe** (418) & **Convertible Coupe** (419)

8,006 140.5" **740** 4 pass **Phaeton** (411) & **Sport Phaeton** (441)

cars made 145.5" **745** 5 pass **Sedan** (413) ⇨ **Club Sedan** (416) & **Coupe** (417)

7th Series 145.5" **745** 7 pass **Touring** (410) ⇨ **Sedan** (414) & **Sedan Limousine** (415)

145.5" **745** 2-4 pass **Roadster** (422) ⇨ **Coupe** (428) & **Convertible Coupe** (429)

145.5" **745** 4 pass **Phaeton** (421) & **Sport Phaeton** (451)

145.5" **745** 5 pass **Sedan** (423) ⇨ **Club Sedan** (426) & **Coupe** (427)

145.5" **745** 7 pass **Touring** (420) ⇨ **Sedan** (424) & **Sedan Limousine LeBaron** (425)

1930 Standard Eight (8-cylinders 3 3/16" x 5" @ 90 hp) - Price/Weight: (\$2,375-\$2,775) / (3,935-4,555 lbs)

11 Models: 127.5" **726** 5 Pass **Sedan** (403)

28,270 134.5" **733** 2-4 pass **Roadster** (402) ⇨ **Coupe** (408) & **Convertible Coupe** (409)

cars made 134.5" **733** 4 pass **Phaeton** (401) & **Sport Phaeton** (403)

7th Series 134.5" **733** 5 pass **Club Sedan** (406) & **Coupe** (407)

134.5" **733** 7 pass **Touring** (400) ⇨ **Sedan** (404) & **Sedan Limousine** (405)

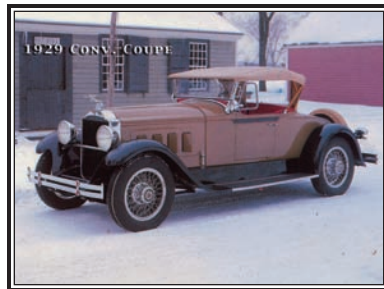


1931 Packard DeLuxe Eight (8-cylinders 3 1/2" x 5" @ 120 hp) - Price/Weight: (\$3,490-\$6,075) / (3,595-5,080 lbs)

19 Models: 140.5" **840** 2-4 pass **Roadster (472), Coupe (478) & Convertible Coupe (479)**
3,345 cars made 140.5" **840** 4 pass **Phaeton (471) & Sport Phaeton (491) ⇄**
140.5" **840** 4 pass **Convertible Victoria Deitrich (1879) & Convertible Sedan Dietrich (1881)**
8th Series 140.5" **840** 5 pass **Sedan (473) ⇄ Club Sedan (476) & Coupe (417)**
140.5" **840** 6 pass **All-Weather Town Car Landaulet (3003)**
140.5" **840** 7 pass **All-Weather Cabriolet (3000) ⇄ All-Weather Landaulet (3001) ⇄**
140.5" **840** 7 pass **All-Weather Town Car (3002) ⇄ All-Weather Sport Cabriolet (3008) ⇄**
140.5" **840** 7 pass **All-Weather Sport Landaulet (3009) & Touring (470)**
145" **845** 7 pass **Sedan (474) & Limousine (4745)**

1931 Standard Eight (8-cylinders 3 3/16" x 5" @ 100 hp) - Price/Weight: (\$2,385-\$5,175) / (4,140-4,744 lbs)

21 Models: 127.5" **826** 5 Pass **Sedan (463)**
12,105 cars made 134.5" **833** 4 pass **Convertible Victoria Dietrich (1879) & Convertible Sedan Dietrich (1881)**
134.5" **833** 6 pass **Cabriolet Sedan Limousine (3004)**
8th Series 134.5" **833** 7 pass **All-Weather Cabriolet (3000) ⇄ All-Weather Landaulet (3001) ⇄**
134.5" **833** 7 pass **All-Weather Town Car (3002) ⇄ All-Weather Town Car Landaulet (3003) ⇄**
134.5" **833** 7 pass **All-Weather Sport Cabriolet (3008) & All-Weather Sport Landaulet (3009)**
134.5" **833** 2-4 pass **Roadster (462) ⇄ Coupe (468) & Convertible Coupe (469)**
134.5" **833** 4 pass **Phaeton (461) & Sport Phaeton (481)**
134.5" **833** 5 pass **Club Sedan (466) ⇄ Coupe (467) & Convertible Sedan (483)**
134.5" **833** 7 pass **Touring (460) - Sedan (464) & Sedan Limousine (465)**



1932 Packard Twin Six (12-cylinders 3 7/16" x 5" @ 160 hp) - Price/Weight: (\$3,650-\$7,550) / (5,145-5,830 lbs)

22 Models: 142.5" **905** 2-4 pass **Stationary Coupe** (578) & **Coupe Roadster** (579)
583 142.5" **905** 4 pass **Convertible Victoria** (587) & **Sport Phaeton** (581)
cars made 142.5" **905** 5 pass **Phaeton** (571), **Sedan** (573) ⇄ **Club Sedan** (576) ⇄ **Coupe** (577) & **Convertible Sedan** (583)
9th Series 142.5" **905** 7 pass **Touring** (570)
147" **906** 2-4 pass **Stationary Deitrich** (2068) & **Convertible Coupe Deitrich** (2071)
147" **906** 4 pass **Sport Phaeton Deitrich** (2069) & **Convertible Victoria Deitrich** (2072)
147" **906** 5 pass **Convertible Sedan Deitrich** (2070)
147" **906** 6 pass **Cabriolet Sedan Limousine** (4004)
147" **906** 7 pass **All-Weather Cabriolet** (4000) ⇄ **All-Weather Landaulet** (4001) ⇄
147" **906** 7 pass **All-Weather Town Car** (4002) & **All-Weather Town Car Landaulet** (4003)
147.5" **906** 7 pass **Sedan** (574) & **Sedan Limousine** (575)

1932 Packard DeLuxe Eight (8-cylinders 3 1/2" x 5" @ 135 hp) - Price/Weight: (\$3,725)-\$7,250) / (4,715-5,310 lbs)

27 Models: 142.5" **903** 2-4 pass **Coupe** (518) & **Coupe Roadster** (519)
1,657 142.5" **903** 4 pass **Phaeton** (511) & **Sport Phaeton** (531)
cars made 142.5" **903** 5 pass **Sedan** (513) ⇄ **Club Sedan** (516) ⇄ **Coupe** (517) ⇄
9th Series 142.5" **903** 5 pass **Convertible Sedan** (533) & **Convertible Victoria** (537)
142.5" **903** 7 pass **Touring** (510)
147.5" **904** 2-4 pass **Stationary Coupe Dietrich** (268) & **Convertible Coupe Dietrich** (2071)
147.5" **904** 4 pass **Sport Phaeton Dietrich** (2069) & **Convertible Victoria Dietrich** (2070),
147.5" **904** 5 pass **Convertible Sedan Dietrich** (2070) & **Sport Sedan** (4005)
147.5" **904** 6 pass **Cabriolet Sedan Deitrich** (4004) & **Sedan Limousine Dietrich** (4007)
147.5" **904** 7 pass **Sedan** (514) ⇄ **Sedan Limousine** (515) ⇄ **All-Weather Cabriolet** (4000) ⇄
147.5" **904** 7 pass **All-Weather Landaulet** (4001) ⇄ **All-Weather Town Car** (4002) ⇄
147.5" **904** 7 pass **All-Weather Town Car Landaulet** (4003) ⇄ **All-Weather Brougham** (4006) ⇄
147.5" **904** 7 pass **All-Weather Sport Cabriolet** (4008) & **All-Weather Sport Landaulet** (4009)

Note: **1932 Packard Standard Eight & Light Eight** on next page

1932 Standard Eight (8-cylinders 3 3/16" x 5" @ 110 hp) - Price/Weight: (\$2,485-\$3,445) / (4,400-4,735 lbs)

13 Models: 129.5" **901** 5 Pass **Sedan** (503)

7,669 cars made 136.5" **902** 2-4 pass **Coupe** (508) & **Sport Roadster** (509)

cars made 136.5" **902** 4 pass **Phaeton** (501) & **Sport Phaeton** (521)

9th Series 136.5" **902** 5 pass **Club Sedan** (506) & **Coupe** (507) ⇄ **Convertible Sedan** (523) ⇄

136.5" **902** 5 pass **Convertible Victoria** (527) & **Sedan** (543)

136.5" **902** 7 pass **Touring** (500) ⇄ **Sedan** (504) & **Sedan Limousine** (505)

1932 Packard Light Eight (8-cylinders 3 3/16" x 5" 5" @ 110 hp) - Price/Weight: (\$1,750-\$1,795) (4,000 lbs)

4 Models: 127.75" **900** 2-4 pass **Stationary Coupe** (558) & **Coupe Roadster** (559)

6,785 cars 127.75" **900** 5 pass **Sedan** (553) & **Coupe Sedan** (563)

1933 Packard Twelve (12-cylinders 3 7/16" x 4" @ 160 hp) - Price/Weight: (\$3,720-\$7,000) / (5,160-5,735 lbs)

27 Models: 142" **1005** 2-4 pass **Stationary Coupe** (638) & **Coupe Roadster** (639)

547 cars made 142" **1005** 5 pass **Phaeton** (631) ⇄ **Sedan** (633) ⇄ **Club Sedan** (636) ⇄ **Coupe** (637) ⇄

cars made 142" **1005** 5 pass **Sport Phaeton** (641) ⇄ **Conv. Sedan** (643) ⇄ **Con. Victoria** (647) & **Formal Sedan** (5633)

10th Series 147" **1006** 2-4 pass **Coupe Dietrich** (3069) & **Roadster Dietrich** (371)

147" **1006** 4 pass **Sport Phaeton Dietrich** (3069) & **Convertible Victoria Dietrich** (371)

147" **1006** 5 pass **Convertible Sedan Dietrich** (3070)

147" **1006** 5-7 pass **Sedan** (634) ⇄ **Limousine** (635) ⇄ **Formal Sedan Dietrich** (3182) ⇄

147" **1006** 5-7 pass **All-Weather Cabriolet Le Baron** (758) ⇄ **All-Weather Town Car LeBaron** (759) ⇄

147" **1006** 5-7 pass **All-Weather Cabriolet** (4000) ⇄ **All-Weather Landaulet** (4001) ⇄

147" **1006** 5-7 pass **All-Weather Town Car** (4002) ⇄ **Landaulet Town Car** (4003) ⇄

147" **1006** 5-7 Pass **Sedan Cabriolet Limousine** (4004) ⇄ **Sport Sedan** (4005) & **Limousine** (4007)

1933 Packard Super Eight (8-cylinders 3 1/2" x 5" @ 145 hp) - Price/Weight: (\$2,750-\$3,600) / (4,490-5,155 lbs)

12 Models: 135" **1003** 5 pass **Coupe** (653)

1,327 cars made 142" **1004** 2-4 pass **Coupe** (658) ⇄ **Roadster** (659) & **Sport Phaeton** (661)

cars made 142" **1004** 5 pass **Phaeton** (651) ⇄ **Club Sedan** (656) ⇄ **Convertible Sedan** (663) ⇄

10th Series 142" **1004** 5 pass **Convertible Victoria** (667) & **Formal Sedan** (673)

142" **1004** 7 pass **Touring Sedan** (650) ⇄ **Sedan** (654) & **Limousine** (655)

Note: **1933 Packard Eight** on next page

1933 Packard Eight (8-cylinders 3 3/16" x 5" @ 120 hp) - Price/Weight: (\$2,150-\$3,085) - (4,150-4,725 lbs)

15 Models: 127.5" **1001** 2-4 pass **Coupe** (608) & **Roadster** (609)

3,009 127.5" **1001** 5 pass **Coupe** (602) & **Sedan** (603)

cars made 136" **1004** 2-4 **Coupe** (618)

10th Series 136" **1004** 5 pass **Phaeton** (611) ⇄ **Sedan** (613) ⇄ **Club Sedan** (616) ⇄ **Coupe** (617) ⇄

136" **1004** 5 pass **Convertible Sedan** (623) ⇄ **Convertible Victoria** (627) & **Formal Sedan** (5633)

136" **1004** 7 pass **Touring** (610) - **Sedan** (614), **Limousine** (615)

1934 Packard Twelve (12-cylinders 4 7/16" x 4" @ 160 hp) - Price/Weight: (\$3,820-\$7,746) / (5,325-5,750 lbs)

25 Models: 135" **1106** 2 pass **Speedster Runabout LeBaron** (275) & **Speedster Sport Coupe**

986 142" **1107** 2-4 pass **Coupe** (738) & **Coupe Roadster** (739)

cars made 142" **1107** 4 pass **Phaeton** (731) & **Sport Phaeton** (741)

11th Series 142" **1107** 5 pass **Formal Sedan** (732) ⇄ **Sedan** (733) ⇄ **Club Sedan** (736) ⇄ **Coupe** (737) ⇄

142" **1107** 5 pass **Convertible Sedan** (743) & **Convertible Victoria** (747)

142" **1107** 5-7 pass **Touring** (730)

147" **1107** 2-4 pass **Stationary Coupe Dietrich** (4068) & **Convertible Runabout Dietrich** (4071)

147" **1107** 4 pass **Sport Phaeton Dietrich** (4069) ⇄ **Convertible Victoria Dietrich** (4072) ⇄

147" **1107** 4 pass **Sport Phaeton LeBaron** (280)

147" **1107** 5 pass **Convertible Sedan Dietrich** (4070) & **Sport Sedan Dietrich** (4182)

147" **1107** 5-7 pass **All-Weather Town Car Dietrich** (4002) ⇄ **All-Weather Cabriolet LeBaron** (858) ⇄

147" **1107** 5-7 pass **All-Weather Town Car LeBaron** (859)

147" **1107** 7 pass **Standard Sedan** (734) & **Limousine Standard** (735)

Note: **1934 Packard Super Eight & Eight** on next page



1934 Packard Super Eight (8-cylinders 3 1/2" x 5" @ 145 hp) - Price/Weight: (\$2,585-\$7,065) / (4,645-5,380 lbs)

22 Models: 135" **1103** 5 pass **Sedan** (753)

3,945 142" **1104** 2-4 pass **Coupe** (758) & **Coupe Roadster** (759)

cars made 142" **1104** 4 pass **Phaeton** (751) & **Sport Phaeton** (761)

11th Series 142" **1104** 5 pass **Formal Sedan** (752) ⇄ **Club Sedan** (756) ⇄ **Coupe** (757) ⇄

142" **1104** 5 pass **Convertible Sedan** (763) - **Convertible Victoria** (767) & **Sedan** (773)

142" **1104** 7 pass **Touring** (750)

147" **1104** 2-4 pass **Stationary Coupe Dietrich** (4068) & **Runabout Dietrich** (4071)

147" **1104** 4 pass **Convertible Victoria Dietrich** (4072) & **Phaeton LeBaron** (280)

147" **1104** 5 pass **Convertible Sedan Dietrich** (4070) & **Sport Sedan Dietrich** (4182)

147" **1104** 5-7 pass **Sedan Standard** (754) ⇄ **Sedan Limousine Standard** (755) ⇄

147" **1104** 5-7 Pass **All-Weather Cabriolet LeBaron** (858) & **All-Weather Town Car LeBaron** (4070)

1934 Packard Eight (8-cylinders 3 3/16" x 5" @ 120 hp) - Price/Weight: (\$2,350-\$3,090) / (4,400-5,000 lbs)

14 Models: 129" **1100** 5 pass **Sedan** (703)

5,148 136" **1101** 2-4 pass **Coupe** (718) & **Coupe Roadster** (719)

cars made 136" **1101** 4 pass **Phaeton** (711) & **Sport Phaeton** (721)

11th Series 136" **1101** 5 pass **Formal Sedan** (712) ⇄ **Sedan** (713) ⇄ **Club Sedan** (716) ⇄ **Coupe** (717) ⇄

136" **1101** 5 pass **Convertible Sedan** (723) & **Convertible Victoria** (727)

136" **1101** 5-7 pass **Touring** (710)

141" **1102** 5-7 pass **Sedan** (714) & **Limousine** (715)



1935 Packard Twelve (12-cylinders 3 7/16" x 4 1/4" @ 175 hp) - Price/Weight: (\$3,820-\$6,435) / (5,415-5,950 lbs)

15 Models: 139" **1206** 2-4 pass **Coupe** (838) & **Convertible Coupe** (839)

856 139" **1206** 5 pass **Sport Phaeton** (821) ⇄ **Convertible Victoria** (827) ⇄ **Phaeton** (831) ⇄

cars made 139" **1206** 5 pass **Formal Sedan** (832) ⇄ **Sedan** (833) ⇄ **Club Sedan** (836) & **Coupe** (837)

12th Series 139" **1206** 5-7 pass **All-Weather Cabriolet LeBaron** (195)

144" **1207** 5 pass **Convertible Sedan** (873)

144" **1208** 5-7 pass **All-Weather Town Car LeBaron** (194)

144" **1208** 7 pass **Touring** (830) ⇄ **Sedan** (834) & **Limousine** (835)

1935 Packard Super Eight (8-cylinders 3 1/2" x 5" @ 150hp) - Price/Weight: (\$2,880-\$5,815) / (4,475-5,525 lbs)

17 Models: 132" **1203** 5 pass **Sedan** (843)

1,539 139" **1204** 2-4 pass **Coupe** (858) & **Convertible Coupe** (859)

cars made 139" **1204** 5 pass **Convertible Victoria** (847) ⇄ **Phaeton** (851) ⇄ **Formal Sedan** (852) ⇄

12th Series 139" **1204** 5 pass **Club Sedan** (856) ⇄ **Sport Phaeton** (841) & **Coupe** 867)

139" **1204** 5-7 pass **All-Weather Cabriolet LeBaron** (195)

144" **1205** 5 pass **Convertible Sedan** (883)

144" **1205** 5-7 pass **Touring** (850) ⇄ **Sedan** (854) ⇄ **Limousine** (855) & **All-Weather Town Car LeBaron** (194)

144" **1205** 5-8 pass **Commercial Sedan** (854) & **Commercial Limousine** (855)

1935 Packard Eight (8-cylinders 3 3/16" x 5" @ 130 hp) - Price/Weight: (\$2,385-\$5,385) / (4,400-5,225 lbs)

17 Models: 127" **1200** 5 pass **Sedan** (803)

5,300 134" **1201** 2-4 pass **Coupe** (818) & **Convertible Coupe** (819)

cars made 134" **1201** 5 pass **Convertible Victoria** (807) ⇄ **Phaeton** (811) ⇄ **Formal Sedan** (812) ⇄

12th Series 134" **1201** 5 pass **Sedan** (813) ⇄ **Club Sedan** (816) & **Coupe** (817)

134" **1201** 5-7 pass **All-Weather Cabriolet LeBaron** (195)

139" **1202** 5 pass **Convertible Sedan** (863)

139" **1202** 5-7 pass **Touring** (810) ⇄ **Sedan** (814) ⇄ **Limousine** (815) & **All-Weather Town Car LeBaron** (194)

139" **1202** 5-8 pass **Commercial Sedan** (814) & **Commercial Limousine** (815)

1935 One Twenty (8-cylinders 3 1/4" x 3 7/7" @ 110 hp) - Price/Weight: (\$980 - \$1,095) / (3,385 lbs - 3,550 lbs)

7 Models: 120" **120** 2 pass **Business Coupe** (898)

25,175 120" **120** 2-4 pass **Sport Coupe** (895) & **Convertible Coupe** (899)

cars made 120" **120** 5 pass **Touring Sedan** (892) ⇄ **Sedan** (893) ⇄ **Touring Coupe** (894) & **Club Sedan** (896)

1936 Packard Twelve (12-cylinders 3 7/16" x 4 1/4" @ 175 hp) - Price/Weight: (\$3,820-\$6,435) / (5,460-5,945 lbs)

15 Models: 139" **1406** 2-4 pass **Coupe** (938) & **Convertible Coupe** (939)

718 139" **1406** 5 pass **Sport Phaeton** (921) ⇄ **Convertible Victoria** (927) ⇄ **Phaeton** (931) ⇄

cars made 139" **1406** 5 pass **Formal Sedan** (932) ⇄ **Sedan** (933) ⇄ **Club Sedan** (936) & **Coupe** (937)

14th Series 139" **1406** 5-7 pass **All-Weather Cabriolet LeBaron** (294)

144" **1407** 5 pass **Convertible Sedan** (973)

144" **1407** 5-7 pass **Sedan** (934) ⇄ **Limousine** (935) & **All-Weather Town Car LeBaron** (295)

144" **1407** 7 pass **Touring** (930)

1936 Packard Super Eight (8-cylinders 3 1/2" x 5" @ 150 hp) - Price/Weight: (\$2,880-\$5,815) / (4,993-5,225 lbs)

17 Models: 132" **1403** 5 pass **Sedan** (943)

1,357 139" **1404** 2-4 pass **Coupe** (958) & **Coupe Roadster** (959)

cars made 139" **1404** 5 pass **Sport Phaeton** (941) ⇄ **Convertible Victoria** (947) ⇄ **Phaeton** (951) ⇄

14th Series 139" **1404** 5 pass **Formal Sedan** (952) ⇄ **Club Sedan** (956) & **Coupe** (957)

139" **1404** 5-7 pass **All-Weather Cabriolet LeBaron** (294)

144" **1405** 5 pass **Convertible Sedan** (983)

144" **1405** 5-7 pass **Touring** (950) ⇄ **Sedan** (954) & **Limousine** (955) ⇄

144" **1405** 5-7 pass **All-Weather Town Car LeBaron** (295)

144" **1405** 5-8 pass **Business Sedan** (954) & **Business Limousine** (955)

1936 Packard Eight (8-cylinders 3 3/16" x 4 1/4" @ 130hp) - Price/Weight: (\$2,385 - \$5,385) / (4,735 - 5,225 lbs)

18 Models: 127" **1400** 5 pass **Sedan** (903)

4,004 134" **1401** 2 pass **Business Coupe**

cars made 134" **1401** 2-4 pass **Coupe** (918) & **Convertible Coupe** (919)

14th Series 134" **1401** 5 pass **Convertible Victoria** (907) ⇄ **Phaeton** (911) ⇄ **Sedan** (913) ⇄

134" **1401** 5 pass **Club Sedan** (916) & **Coupe** (917)

134" **1401** 5-7 pass **All-Weather Cabriolet LeBaron** (294) & **Formal Sedan** (912)

139" **1402** 5 pass **Convertible Sedan** (963)

139" **1402** 5-7 pass **Touring** (910) ⇄ **Sedan** (914) ⇄ **Limousine** (915) & **All-Weather Town Car LeBaron** (295)

139" **1402** 5-8 pass **Business Sedan** (914) & **Business Limousine** (915)

Note: **1936 Packard One Twenty B** on next page

1936 One Twenty B (8-cylinders 3 1/4" x 4 1/4" @ 120hp) - Price/Weight: (\$990 - \$1,395) / (3,380 - 3,660 lbs)

8 Models: 120" **120B** 2 pass **Business Coupe** (998)
55,136 120" **120B** 2-4 **Convertible Coupe** (899) & **Sport Coupe** (995)
cars made 120" **120B** 5 pass **Touring Sedan** (992) ⇄ **Sedan** (993) ⇄ **Touring Coupe** (994) ⇄
14th Series 120" **120B** 5 pass **Club Sedan** (996) & **Convertible Sedan** (997)

1937 Packard Twelve (12-cylinders 3 7/16" x 4 1/4" @ 175 hp) - Price/Weight: (\$3,420-\$5,900) / (5,255-5,790 lbs)

13 Models: 132" **1506** 5 pass **Touring Sedan** (1023)
1,340 139" **1507** 2-4 pass **Coupe** (1038) & **Convertible Coupe** (1039)
cars made 139" **1507** 5 pass **Convertible Victoria** (1027) ⇄ **Formal Sedan** (1032) ⇄ **Touring Sedan** (1033) ⇄
15th Series 139" **1507** 5 pass **Club Sedan** (1036) & **Coupe** (1037)
139" **1507** 5-7 pass **All-Weather Cabriolet LeBaron** (L-394)
144" **1508** 5 pass **Convertible Sedan** (1073)
144" **1508** 5-7 **Town Car LeBaron** (L-395) ⇄ **Touring Sedan** (1034) & **Touring Limousine** (1035)

1937 Packard Super Eight (8-cylinders 3 3/16" x 5" @ 130 hp) - Price/Weight: (\$2,335-\$4,990) / (4,530-4,965 lbs)

15 Models: 127" **1500** 5 pass **Touring Sedan** (1003)
5,835 134" **1501** 2-4 pass **Coupe** (1018) & **Convertible Coupe** (1019)
cars made 134" **1501** 5 pass **Convertible Victoria** (1007) ⇄ **Formal Sedan** (1012) ⇄ **Touring Sedan** (1013) ⇄
15th Series 134" **1501** 5 pass **Club Sedan** (1016) & **Coupe** (1017)
134" **1501** 5-7 pass **All-Weather Cabriolet LeBaron** (L-394)
139" **1502** 5 pass **Convertible Sedan** (1063)
139" **1502** 5-7 pass **Town Car LeBaron** (L-395) ⇄ **Touring Sedan** (1014) & **Touring Limousine** (1015)
139" **1502** 5-8 pass **Business Sedan** (1014B) & **Business Limousine** (1015B)

1937 Packard One Twenty C/CD (8-cylinders 3 1/4" x 4 1/4" @ 120 hp) - Price/Weight: (\$1,130-\$2,050) / (3,340-3,900 lbs)

15 Models: 120" **120C** 2 pass **Business Coupe** (1098)
50,266 120" **120C** 2-4 pass **Sport Coupe** (1095) & **Convertible Coupe** (1099)
cars made 120" **120C** 5 pass **Touring Sedan** (1092) ⇄ **Sedan** (1093) ⇄ **Touring Coupe** (1094) ⇄
15th Series 120" **120C** 5 pass **Club Sedan** (1096) & **Convertible Sedan** (1097)
120" **120CD** 5 pass **Sedan** (1092CD) ⇄ **Delux Sedan** ⇄ (1092CD) **Club Sedan** ⇄ (1096CD) & **Sedan** (1098CD)
120" **120C** 8 pass **Station Sedan** (1090)
138" **120CD** 5-7 pass **Touring Limousine** (1090CD) & **Touring Sedan** (1091CD)

1937 Packard **Six** (6-cylinders 3 7/16" x 4 1/4" @ 100 hp) - Price/Weight: (\$840-\$1,295) / (3,140-3,500 lbs)

8 Models: 115" **115-C** 2 pass **Business Coupe** (1088)

65,603 115" **115-C** 2-4 pass **Sport Coupe** (1085) & **Convertible Coupe** (1089)

cars made 115" **115-C** 5 pass **Touring Sedan** (1082) ⇄ **Sedan** (1083) ⇄ **Touring Coupe** (1084) & **Club Sedan** (1086)

15th Series 115" **115-C** 8 pass **Station Sedan** (1080)

1938 Packard **Twelve** (12-cylinders 3 7/16" x 4 1/4" @ 175 hp) - Price/Weight: (\$4,135-\$8,510) / (5,200-5,740 lbs)

17 Models: 127" **1607** 4 pass **All-Weather Brougham Rollston** (1668)

569 127" **1607** 5-7 pass **All-Weather Cabriolet Rollston** (1665) & **All-Weather Town Car Rollston** (1669)

cars made 134" **1607** 2-4 pass **Coupe** (1138) & **Convertible Coupe** (1139)

16th Series 134" **1607** 5 pass **Convertible Victoria** (1127) ⇄ **Formal Sedan** (1132) ⇄ **Touring Sedan** (1133) ⇄

134" **1607** 5 pass **Club Sedan** (1136) & **Coupe** (1137)

134" **1607** 5-7 pass **All-Weather Town Car Rollston** (494)

139" **1608** 5 pass **Convertible Sedan** (1153)

139" **1608** 5-7 pass **Touring Cabriolet Brunn** (3086) ⇄ **All-Weather Cabriolet Brunn** (3087) ⇄

139" **1608** 5-7 pass **All-Weather Cabriolet Rollston** (495),

139" **1608** 5-7 pass **Touring Sedan** (1134) & **Touring Limousine** (1135)

1938 Packard **Super Eight** (8-cylinders 3 3/16" x 5" @ 130 hp) - Price/Weight: (\$2,790-\$7,445) / (4,530- 5,200 lbs)

18 Models: 127" **1603** 4 pass **All-Weather Brougham Rollston** (1668)

2,476 127" **1603** 5 pass **Touring Sedan** (1103)

cars made 127" **1603** 5-7 pass **All-Weather Cabriolet Rollston** (1665) & **All-Weather Town Car Rollston** (1669)

16th Series 134" **1604** 2-4 pass **Coupe** (1118) & **Coupe Roadster** (1119)

134" **1604** 5 pass **Convertible Victoria** (1107) ⇄ **Touring Sedan** (1113) ⇄ **Club Sedan** (1116) & **Coupe** (1117)

134" **1604** 5-7 pass **All-Weather Cabriolet Rollston** (494)

134" **1604** 6 pass **Formal Sedan** (1112)

139" **1605** 5 pass **Convertible Sedan** (1143)

139" **1605** 5-7 pass **Touring Sedan** (1114) ⇄ **Touring Limousine** (1115) ⇄

139" **1605** 5-7 pass **All-Weather Town Car Rollston** (495) ⇄ **Touring Cabriolet Brunn** (3086) ⇄

139" **1605** 5-7 pass **All-Weather Cabriolet Brunn** (3087)

Note: **1938** Packard **Eight & Six (110)** on next page

1938 Packard Eight (8-cylinders 3 3/16" x 5" @ 120 hp) - List Price/Weight: (\$1,225-\$2,110) / (3,550 lbs-4,245 lbs)

9 Models: 127" **1601** 2 pass **Business Coupe** (1198)
22,700 127" **1601** 2-4 pass **Club Coupe** (1195) & **Convertible Coupe** (1199)
cars made 127" **1601** 5 pass **Touring Sedan** (1172)

16th Series 134" **1601D** 5 pass **Touring Sedan** (1192) ⇨ **Touring Sedan, 2nd** (1194) & **Convertible Sedan** (1197)
148" **1602** 5-7 pass **Touring Limousine** (1190) & **Touring Sedan** (1191)

1938 Packard Six (110) (6-cylinders 3/12" x 4 1/4" @ 100 hp) - Price/Weight: (\$1,075-\$1,235) / (3,425 lbs-3,525 lbs)

5 Models: 122" **1600** 2 pass **Business Coupe** (1188)
30,159 122" **1600** 2-4 pass **Club Coupe** (1185) & **Convertible Coupe** (1189)
cars made 122" **1600** 5 pass **Touring Sedan** (1182) & **Touring Sedan, 2nd** (1184)

1939 Packard Twelve (12-cyl. 3 7/16" x 4 1/4" @ 175 hp) - Price/Weight: (\$4,155-\$8,355) / (4,950-5,890 lbs)

14 Models: 134" **1707** 2-4 pass **Coupe** (1238) & **Convertible Coupe** (1239)
496 134" **1707** 5 pass **Convertible Victoria** (1227) ⇨ **Formal Sedan** (1232) ⇨ **Touring Sedan** (1233) ⇨
cars made 134" **1707** 5 pass **Club Sedan** (1236) & **Coupe** (1237)

17th Series 134" **1707** 5-7 pass **Formal Sedan** 1232)
139" **1708** 5 pass **Convertible Sedan** (1253) & **Touring Cabriolet Brunn** (4086)
139" **1708** 6 pass **All-Weather Cabriolet Brunn** (4087)
139" **1708** 5-7 pass **All-Weather Town Car Rollston** (595) ⇨
139" **1708** 5-7 pass **Touring Sedan** (1234) & **Touring Limousine** (1235)

1939 Packard Super Eight (8-cylinders 3 3/16" x 5" @ 130 hp) - Price/Weight: (\$1,650-\$2,294) / (3,860-4,510 lbs)

6 Models: 127" **1703** 2-4 pass **Club Coupe** (1275) & **Convertible Coupe** (1279)
6,022 127" **1703** 5 pass **Touring Sedan** (1272) & **Convertible Sedan** (1277)
cars made 148" **1704** 5-7 pass **Touring Limousine** (1270) & **Touring Sedan** (1271)

1939 Packard One Twenty (120) (8-cylinders 3 1/4" x 4 1/4" @ 120 hp) - Price/Weight: (\$1,200 -\$1,955) / (3,490-4,185 lbs)

9 Models: 120" **1701** 7 pass **Station Sedan** (1293)
15,536 127" **1701** 2 pass **Business Coupe** (1298)
cars made 127" **1701** 2-4 pass **Club Coupe** (1295) & **Convertible Coupe** (1299)
17th Series 127" **1701** 5 pass **Touring Sedan** (1292) ⇨ **Touring Sedan, 2nd** (1294) & **Convertible Sedan** (1297)
148" **1702** 8 pass **Limousine** (1290) & **Touring Sedan** (1291)

1939 Packard Six (110) (6-cylinders 3 1/2" x 4 1/4" @ 100 hp) - Price/Weight: (\$1,000-\$1,195) / (3,295-3,400 lbs)

6 Models: 115" **1700** 7 pass **Station Sedan** (1281)
24,350 122" **1700** 2 pass **Business Coupe** (1288)
cars made 122" **1700** 2-4 pass **Club Coupe** (1285) & **Convertible Coupe** (1289)
17th Series 122" **1700** 5 pass **Touring Sedan** (1282) & **Touring Sedan,2nd** (1284)

1940 Packard Custom Super Eight (180) (8-cyl. 3 1/2" x 4 5/8" @ 160 hp) - P/W: (\$2,243-\$6,300) / (3,900-4,585 lbs)

10 Models: 127" **1806** 5 pass **Convertible Victoria Darrin** (700) & **Club Sedan** (1356)
3,000 138" **1807** 5 pass **Sport Convertible Sedan Darrin** (710) ⇄ **Custom Sport Sedan Darrin** (720) -
cars made 138" **1807** 5 pass **Formal Sedan** (1332) & **Touring Sedan** (1342)
18th Series 148" **1808** 7 pass **All-Weather Cabriolet Rollston** (694) ⇄ **All-Weather Town Car Rollston** (695) ⇄
148" **1808** 7 pass **Limousine** (1350) & **Touring Sedan** (1351)

1940 Packard Super Eight (160) (8-cylinders 3 1/2" x 4 5/8" @ 160 hp) - Price/Weight: (\$1,524-\$2,154) / (3,66-4,470 lbs)

11 Models: 127" **1803** 2 pass **Business Coupe** (1378)
7,646 127" **1803** 2-4 pass **Club Coupe** (1375) & **Convertible Coupe** (1379)
cars made 127" **1803** 5 pass **Touring Sedan** (1372) ⇄ **Club Sedan** (1376) & **Convertible Sedan** (1377)
18th Series 138" **1804** 5 pass **Touring Sedan** (1362)
148" **1805** 7 pass **Limousine** (1370) & **Touring Sedan** (1371)

1940 Packard One Twenty (120) (8-cylinders 3 1/4" x 4 1/4" @ 120 hp) - Price/Weight: (\$1,095-\$3,800) / (3,550-3,826 lbs)

13 Models: 127" **1801** 2 pass **Business Coupe** (1398)
28,319 127" **1801** 2-4 pass **Club Coupe** (1395) ⇄ **Club Coupe** (1395DE) ⇄
cars made 127" **1801** 2-4 pass **Convertible Coupe** (1399) & **Convertible Coupe** (1399DE)
18th Series 127" **1801** 5 pass **Touring Sedan** (1392) ⇄ **Touring Sedan** (1392DE) ⇄ **Touring Sedan 2nd** (1394) ⇄
127" **1801** 5 pass **Convertible Sedan** (1397) ⇄ **Club Sedan** (1396) - **Club Sedan** (1396DE) &
127" **1801** 5 pass **Convertible Victoria Darrin** (700)
127" **1801** 8 pass **Station Sedan** (1393)

1940 Packard One Ten (110) (6-cylinders 3 1/2" x 4 1/4" @ 100 hp) - Price/Weight: (\$867-\$1,195) / (3,110-3,380 lbs)

6 Models: 122" **1800** 2 pass **Business Coupe** (1388)
62,610 122" **1800** 2-4 pass **Club Coupe** (1385) & **Convertible Coupe** (1389)
cars made 122" **1800** 5 pass **Touring Sedan** (1382) & **Touring Sedan,2nd** (1384)
18th Series 122" **1800** 7 pass **Station Sedan** (1393)

1941 Custom Super Eight (180) (12-cyl. 3 1/2" x 4 5/8" @ 160 hp) - Price/Weight: (\$2,632-\$5,595) / (4,075-4,850 lbs)

9 Models: 127" **1906** 5 pass **Convertible Victoria Darrin** (1429)

930 138" **1907** 5 pass **Sport Sedan Darrin** (1422) ⇄ **Formal Sedan** (1432) ⇄

cars made 138" **1908** 5 Pass **Touring Sedan** (1442) & **Sport Brougham LeBaron** (1452)

19th Series 138" **1908** 7 pass **All-Weather Cabriolets Rollston** (794) ⇄ **All-Weather Town Car Rollston** (795) ⇄

148" **1908** 7 pass **Limousine LeBaron** (1420/1421) & **Limousine** (1450/1451)

1941 Packard Super Eight (160) (8-cyl. 3 1/2" x 4 5/8" @ 160 hp) - Price/Weight: (\$1,594-\$2,405) / (3,800-4,570 lbs)

10 Models: 127" **1903** 2 pass **Business Coupe** (1478)

4,949 127" **1903** 2-4 pass **Club Coupe** (1475) ⇄ **Convertible Coupe** (1479) & **Convertible Coupe** (1479DE)

cars made 127" **1903** 5 pass **Touring Sedan** (1472) ⇄ **Convertible Sedan** (1477) & **Convertible Sedan** (1477DE)

19th Series 138" **1904** 5 pass **Touring Sedan** (1462)

148" **1905** 7 pass **Touring Limousine** (1470) & **Touring Sedan** (1471)

1941 One Twenty (120/120DE) (8-cyl. 3 1/4" x 4 1/4" @ 120 hp) - Price/Weight: (\$1,112-\$1,496) / (3,385-3,730 lbs)

8 Models: 127" **1901** 2 pass **Business Coupe** (1498)

17,100 127" **1901** 2-4 pass **Club Coupe** (1495) & **Convertible Coupe** (1499)

cars made 127" **1901** 5 pass **Touring Sedan** (1492) ⇄ **Touring Sedan,2nd** (1494) & **Convertible Sedan** (1497)

19th Series 127" **1901** 8 pass **Station Sedan** (1493) & **Station Sedan** (1493DE)

1941 Packard Clipper (8-cylinders 3 1/4" x 4 1/4" @ 125 hp) - Price/Weight: (\$1,375) / (3,725 lbs)

1 Model: 127" **1951** 5 pass **Touring Sedan** (1401)

16,600 cars made

19th Series

1941 One Ten (110/110DE) (6-cyl. 3 1/2" x 4 1/4" @ 120 hp) - Price/Weight: (\$907-\$1,291) / (3,150-3,470 lbs)

12 Models: 122" **1900** 2 pass **Business Coupe** (1488)

34,700 122" **1900** 2-4 pass **Club Coupe** (1485) ⇄ **Club Coupe** (1485DE) ⇄

cars made 122" **1900** 2-4 pass **Convertible Coupe** (1489) & **Convertible Coupe** (1489DE)

19th Series 122" **1900** 5 pass **Touring Sedan** (1482) ⇄ **Touring Sedan,2nd** (1482DE) ⇄

122" **1900** 5 pass **Touring Sedan** (1484) & **Touring Sedan,2nd** (1484DE) & **Taxi Cab** (1462)

122" **1900** 8 pass **Station Sedan** (1483) & **Station Sedan** (1483DE)

1942 Custom Super Eight (180) (8-cyl. 3 1/2" x 4 5/8" @ 165 hp) - Price/Weight: (\$2,244-\$6,012) / (3,920-4,850 lbs)

11 Models: 127" **2006** 5 pass **Convertible Victoria Darrin** (1529)
672 127" **2006** 6 pass **Clipper Touring** (1522) & **Clipper Club Sedan** (1525)
cars made 138" **2007** 6 pass **Formal Sedan** (1532) & **Touring Sedan** (1542)
20th Series 138" **2007** 7 pass **All-Weather Cabriolet Rollston** (897)
148" **2008** 5-7 pass **All-Weather Town Car Rollston** (895) ⇄ **Limousine LeBaron** (1520) ⇄
148" **2008** 5-7 pass **Touring Sedan LeBaron** (1521) ⇄ **Limousine** (1550) & **Touring Sedan** (1551)

1942 Packard Super Eight (160) (8-cyl. 3 1/2" x 4 5/8" @ 125 hp) - Price/Weight: (\$1,495-\$2,175) / (3,585-4,445 lbs)

8 Models: 127" **2003** 5 pass **Convertible Coupe** (1579)
19,199 138" **2004** 6 pass **Touring Sedan** (1562) ⇄ **Touring Sedan** (1572) & **Club Sedan** (1575)
cars made 148" **2005** 5-7 pass **Limousine** (1570) - **Touring Sedan** (1571) ⇄ **Limousine** (1590) & **Touring Sedan** (1971)

1942 Packard Clipper Eight (120) (8-cyl. 3 1/4" x 4 1/4" @ 125 hp) - Price/Weight: (\$1,235-\$1,495) / (3,490-3,585 lbs)

6 Models: 120" **2001** 3 pass **Business Coupe** (1598)
19,199 120" **2001** 6 pass **Touring Sedan** (1512) ⇄ **Club Sedan** (1515) ⇄ **Touring Sedan** (1592) & **Club Sedan** (1595)
20th Series 127" **2011** 5 pass **Convertible Coupe** (1599)

1942 Packard Clipper Six (110) (6-cy. 3 1/4" x 4 1/4" @ 105 hp) - Price/Weight: (\$1,180-\$1,385) / (3,315-3,980 lbs)

7 Models: 120" **2000** 2 pass **Business Coupe Special** (1588)
11,325 120" **2000** 6 pass **Touring Sedan Custom** (1502) ⇄ **Club Sedan Custom** (1505) ⇄
cars made 120" **2000** 6 pass **Touring Sedan Special** (1582) & **Club Sedan Special** (1585)
20th Series 122" **2000** 5 pass **Convertible Coupe Custom** (1589)
133" **2000** 6 pass **New York Taxi Cab Special** (1584)

1942-1945 Packard World War II - The 1942 automobile production year ended February 7, with the last Packard to roll off the line on February 9. Packard Motor Company was a dominate World War II supplier of "Liberty Engines" such as the 55,000 Rolls Royce Merlin aircraft engines (P-51s) and the 12,000 Packard V-12 Marine engines for PT boats (3-engines per PT). Packard also supplied vehicles to the military, used primarily as staff cars for Generals as well as Admirals.

Not included in this booklet!

1937 Packard Twelve & Super-Eight Models - (Scanned from Factory Brochure)

144" Twelve Town Car LeBaron 1508-L395



\$5,900

144" Twelve Touring Sedan 1508-1034



\$5,600

144" Twelve Touring Limousine 1508-1035



\$4,085

144" Twelve Convertible Sedan 1508-1073



\$4,650

139" Twelve Cabriolet LeBaron 1507-L394



\$5,700

139" Twelve Convertible Victoria 1507-1027



\$4,490

1937 Packard Twelve & Super-Eight Models - (Scanned from Factory Brochure)

139" Twelve Formal Sedan 1507-1032

\$4,620



139" Twelve Touring Sedan 1507-1033

\$3,650



139" Twelve Club Sedan 1507-1036

\$3,650



139" Twelve Coupe 5 Passinger 1507-1037

\$3,590



139" Twelve Coupe 2 or 4 Passinger 1507-1038

\$3,420



139" Twelve Convertible Roadster 1507-1039

\$3,450



1937 Packard Twelve & Super-Eight Models - (Scanned from Factory Brochure)

132" Twelve Touring Sedan 1506-1023

\$3,490



139" Super-Eight Touring Sedan 1502-1014

\$2,705



139" Super-Eight Touring Limousine 1502-1063

\$2,840



139" Super-Eight Convertible Sedan 1502-1063

\$3,350



139" Super-Eight Convertible Victoria 1501-1007

\$3,150



139" Super-Eight Formal Sedan 1501-1012

\$3,235



1937 Packard Twelve & Super-Eight Models - (Scanned from Factory Brochure)

134" Super-Eight Formal Sedan (1501-1013)



\$2,535

134" Super-Eight Touring Sedan 1501-1013



\$2,530

134" Super-Eight Club Sedan 5 Passenger 1501-1016



\$2,530

134" Super-Eight Coupe 2 or 4 Passenger 1501-1017



\$2,510

134" Super-Eight Convertible Coupe 1501-1019



\$2,680

127" Super-Eight Touring Sedan 1500-1003



\$2,335

ENGINE TROUBLE SHOOTING MASTER CHART

ENGINE MISFIRING - ENGINE LACK OF POWER - ENGINE WILL NOT RUN

STARTER DOES CRANK ENGINE

LIGHTS DIM CONSIDERABLY

- - - BATTERY WEAK - - -
- CORRODED OR LOOSE TERMINALS
- DEFLECTIVE BATTERY CABLE
- ENGINE TIGHT

LIGHTS DIM SLIGHTLY

BATTERY, STARTER AND
BATTERY CONNECTIONS OK
IF ENGINE CRANKING
SPEED IS GOOD

NOTE:
THIS CHART
AND THE
LOWER LEVEL
TROUBLE
SHOOTING
CHARTS
ARE FROM A
1941
CHILTON'S
ARTICLE
WITH
SLIGHT
MODIFICATIONS
BY ECA PMCC

SEE
THESE
CHARTS

STARTER WON'T CRANK ENGINE

LIGHTS STAY BRIGHT

OPEN CIRCUIT AT STARTER
SWITCH OR STARTER MOTOR
BRUSHES MAY NOT MAKE
CONTACT WITH ARMATURE

LIGHTS DIM VERY SLIGHTLY

- STARTER MAY NOT
ENGAGE WITH ENGINE
- RESISTANCE AT STARTER
OR STARTER SWITCH

LIGHTS VERY DIM OR GO OUT

- BATTERY DISCHARGED
- POOR BATTERY CONNECTIONS
- STARTER BINDS OR SHORTED
- ENGINE TIGHT

ENGINE MISFIRE/UNEVEN CHART

ENGINE WILL NOT RUN CHART

ENGINE LACKS POWER CHART

ENGINE MISFIRES OR RUNS UNEVENLY

SHORT ONE SPARK PLUG AT A TIME TO LOCATE WEAK OR MISFIRING CYLINDERS

WEAK OR MISFIRED CYLINDER LOCATED

Reverse Plugs Between Cylinder Which
is Misfiring and One Which is Firing

NO CHANGE WHEN PLUGS REVERSED?

- High Tension Wire Leak (1)
Distributor Cap Defective (2)
Valve Stem or Guide Worn (3)
Poor Compression (4)

Caused By:

- Sticking, Warped, Burned or Broken Valves
- Valve Tappets Set Too Close
- Valve Tappets Sticking
- Valve Spring Weak/Broken
- Valve Seat Cracked
- Valve Seat Insert Loose
- Valve Seat Warped
- Head Gasket Defective
- Rings Broken/Stuck/Weak
- Cylinder Wall Scoring
- Piston Broken
- Cylinder Head Crack/Warp
- Block Crack/Warp

Trouble Going Along
With the Spark Plug
Indicates Plug Trouble.
Try Cleaning Plug and
Adjusting Gap Setting

Replace Plug Using
Proper Heat Range.
Appearance of
Porcelain at Lower
End Shows if Plug
is the Correct One:

Ash White Plug Too Hot	Light Brown Plug Is Right	Black or Oily Plug Too Cold
Use Colder Plug	Replace With Same	Use Hotter Plug

ERRATIC MISFIRING OR UNEVEN RUNNING

Probable Causes of Misfiring at Idle Speed:

1. Plug Gaps Too Wide
2. Defective Spark Plugs
3. Coil or Condenser Defective
4. Breaker Points Defective
5. Breaker Arm Sticking
6. Breaker Point Gap Setting
7. Spark Advanced Too Far
8. Loose Connection in Primary Circuit
9. Ignition Switch Defective
10. Distributor Shaft Bushings Worn
11. Distributor Rotor Defective
12. High Tension Wires Bad
13. Carb Adjustment or Float Level Incorrect
14. Dirt or Water In Carb. or Fuel Tank and/or Fuel Lines
15. Vapor Lock
16. Leak at Manifold Hot Spots
17. Air leak at the Manifold, Carburetor or at the Intake valve Guides
18. Heat Riser Tube Burned
19. Valves Sticking Open
20. Valves Warped or Burned
21. Valves Broken
22. Valve Stems Weak
23. Valve Springs Broken
24. Valve Tappet Clearance
25. Valve Seat Cracked
26. Valve Seat Warped
27. Valve Seat Insert Loose
28. Valve Lifters Sticking
29. Piston Rings Sticking
30. Piston Rings Broken
31. Cylinder Walls Scored
32. Piston Broken
33. Head gasket defective
34. Cyl. Head or Block Warp

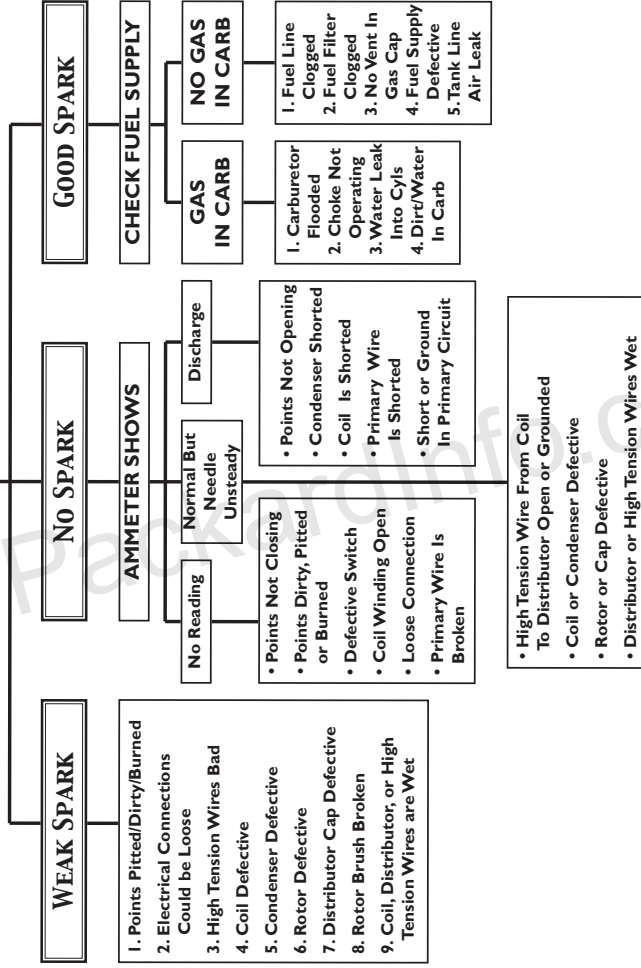
Probable Causes of Misfiring at High Speed: (In Addition to Causes Listed Under "Idle Speed")

1. Breaker Arm Spring Weak
2. Breaker Points Improperly Adjusted (Too Wide)
3. Spark Plugs Wrong Type
4. Excessive Carbon Buildup
5. Valve Spring Weak

ENGINE WILL NOT RUN

REMOVE SPARK PLUG WIRE

HOLD NEXT TO ENGINE BLOCK WHILE CRANKING



ENGINE LACKS POWER

- Poor Compression (See Engine Misfires Item 4.)
- Ignition Timing Improper
- Ignition Points Not Synchronized Properly
- Automatic Advance Improper Operation
- Vacuum Spark Advance Improper Operation
- Carburetor Adjustment Incorrect
- Valve Timing Incorrect
- Vapor Lock
- Manifold Could be Clogged
- Exhaust or Tail Pipe Could be Dented
- Air Cleaner Could be Clogged
- Engine Overheating
- Excessive Internal Engine Friction
- Clutch Could be Slipping
- Chassis Drag Which Retards Free Running

ENGINE OVERHEATING

COOLING SYSTEM DEFECTIVE

DOES NOT GET RID OF ENGINE HEAT AS FAST AS IT IS DEVELOPED

- Insufficient Water Supply
- Clogged Radiator or Water Jacket
- Obstructed Air Flow
- Radiator Core Covered with Heavy Paint
 - Tubes or Honeycombs Dented
 - Shutters Not Opening Fully
- Bent or Lose Baffle Plate in Top Tank
- Overflow Pike Leak Inside Radiator
- Thermostat Installed Improperly
- Deflective Thermostat or Wrong Type
 - Fan Bearings too Tight
 - Fan Blades are Bent
- Water Hose Collapsing Under Suction
 - Water Hose Rotted Internally
 - Loose Pump Impeller
 - Broken Pump Blades
- Badly Corroded or Rusted Pump Blades
- Pump Shaft Binding Due to Tight Packing
 - Incorrect Cylinder Head Gasket
 - Head Gasket Installed Incorrectly

ENGINE DEVELOPS TOO MUCH HEAT DUE TO IMPROPER ADJUSTMENT, LACK OF LUBRICATION OR WORN PARTS
THE FOLLOWING CAUSES WILL RESULT IN THE ENGINE RUNNING SLIGHTLY WARMER, BUT IN THEMSELVES WILL NOT CAUSE BOILING

- Frozen Heat Control
- Incorrect Ignition Timing
- Defective Spark Advance Mechanism
- Restriction In Exhaust Pipe, Muffler or Tail Pipe
- Engine Tight As Result of Being New or Overhauled
- Insufficient Engine Lubrication
- Incorrect Carburetor Adjustment
- Air Leaks at Intake Manifold

LOSS OF WATER FROM COOLING SYSTEM

- Leak at Water Pump
- Leak at Cooling System Gaskets
- Air Leak at Water Pump Packing (Loss at High Speeds Only)
- Water Boiling & Escaping Through Overflow Pipe
- Leak at Radiator
- Leak at Radiator or Water Pump Hose
 - Leak at Drain Plug
 - Cracked Cylinder Head or Block
- Exhaust Gasses Leak Into Cooling System Because of Defective Head Gasket or Loose Cylinder Head Cap Screws

FUEL CONSUMPTION EXCESSIVE

MAY BE CAUSED BY:

IGNITION OR TIMING

- Points Deflective, Improperly Spaced or Improperly Synchronized
- High Tension Wires Defective
- Distributor Cap Electrodes Burned or Dirty High Tension Sockets
- Rotor Burned
- Spark Plugs Dirty, Burned or Cracked
- Wrong Type Plugs
- Plug Gaps Incorrect
- Valve or Engine Timing Incorrect
- Spark Plug Advance Not Operating Properly

DRIVING HABITS OR CONDITIONS

- Sustained High Speeds
- Rapid Acceleration
- Excessive Engine Idling
- Excessive Use of Choke
- Racing the Engine
- Excessive Hill Climbing
- Heavy Traffic
- Fuel Grade Improper

CHASSIS OR MECHANICAL

- Tires Underinflated
- Brakes Dragging
- Clutch Slipping
- Front or Rear Wheels Misaligned
- Chassis Frame Bent
- Internal Engine Friction Excessive
- Engine Runs to Cold
- Bearings at Wheels, Transmission or Differential Worn, Defective or Binding Due to Improper Adjustment or Insufficient Lubrication

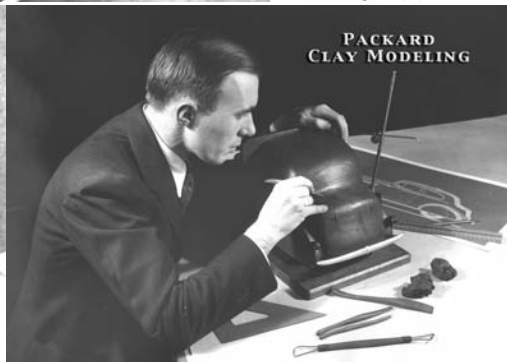
POOR COMPRESSION

- Valves Pitted, Burned or Warped
- Valves Sticking
- Valve Stems or Valve Guides Worn
- Valve Stems Weak or Broken
- Tappet Clearance Incorrect
- Head Gasket Leaking
- Head or Block Distorted
- Piston Rings Worn or Broken
- Cylinder Walls Scored
- Valve Tappets Sticking
- Valve Seat Inserts Loose
- Valve Seat Cracked

FUEL SUPPLY OR CARBURETION

- Metering Pin Adjustment
- Accelerator Pump Leaking
- Choke Linkage Improperly Adjusted
- Choke Not Opening Fully
- Automatic Choke Defective or Improperly Adjusted
- Air Cleaner Clogged
- Heat Control Valve Not Operating
- Vacuum Accessory Control Lines Leak
- Carburetor Adjustment Improper
 - Float level Improper
 - Float Valve or Seat Leak
- Metering Pin or Jets Incorrect
- Jet Nozzle Height Improper
 - Leak at Base of Jets
- Air Bleed Holes Restricted
- Idle Mixture Passage Restricted
- Accelerator Pump Adjustment Improper
- Carburetor or Manifold Air Leak
- Throttle or Choke Valve Installed Wrong
- Fuel Pump Pressure Incorrect
 - Fuel Tank Leaking
 - Fuel Line Leaking
 - Heat Riser Valve Leaking
 - Vacuum Tank Defective
- Fuel Pump Diaphragm or Valve Bad
- Gas Tank or Air Vent Plugged





BRIEF PACKARD MOTOR CAR COMPANY SAGA (PART 1 OF 6)

(from: en.wikipedia.org/wiki/Packard & auto.howstuffworks.com/packard)

1889-1910 Packard was founded by James Ward Packard (Lehigh U. Class of 1884), William Doud Packard and his partner, George Lewis Weiss, in the city of Warren, Ohio. James Ward believed that they could build a better horseless carriage than the Winton cars owned by Weiss (an important Winton stockholder) and, being himself a mechanical engineer, had some ideas for improvement on the designs of current automobiles. By 1899, they were building vehicles. The company, which they called the Ohio Automobile Company, quickly introduced a number of innovations in its designs, including the modern steering wheel and, years later, the first production 12-cylinder engine (1915). Ward's first Model A was a small one-cylinder model with automatic spark advance. James B. Joy took over the concern in 1901 and moved it to Detroit in 1903, the year of the first **four**-cylinder Packard. Ward Packard stayed behind.

Henry Bourne Joy, a member of one of Detroit's oldest and wealthiest families, bought a Packard. Impressed by its reliability, he visited the Packards and soon enlisted a group of investors—including Truman Handy Newberry and Russell A. Alger Jr. On October 2, 1902, this group refinanced and renamed the New York and Ohio Automobile Co. as "Packard Motor Car Company", with James as president. Alger later served as vice-president. Packard moved its automobile operation to Detroit soon after, and Joy became general manager, later to be chairman of the board. The 3.5 million ft². Packard plant on East Grand Boulevard in Detroit covered over 35 acres. Designed by Albert Kahn, it was considered the most modern automobile manufacturing facility in the world at that time.

For his first year, CEO Henry Joy planned to build 200 cars and to sell them at a profit of \$1,000 a car. There was nothing fantastic about this profit estimate. Joy had priced the Packard at \$5,000, and a car in this price class was quite capable of showing a 20 per cent ratio of profit to sales. In 1904, however, only half of Joy's equation worked out. He did turn out 192 Packards, but he had a \$298,000 deficit for the year. But Joy and his associates fed the company new money and went ahead on an even more ambitious scale. In 1905, Joy scheduled 500 Packards and produced 503. Furthermore, he made \$216,000 on the year. In 1906, he sold 803 Packards and his \$721,000 profit was not far from his original estimate of \$1,000 profit per sale. Then, in 1907, on the sale of 1,188 Packards, Joy made \$1,386,000, which was a profit of \$1,170 per car. The Packard formula - sell 1,000 cars and make \$1,000,000 - was particularly effective in the years between 1905 and 1910. It was easier to sell expensive cars to rich people than to sell medium-priced cars to middle-class people, and you had to sell only a few cars to have a most satisfactory year. (lots of millionaires did not own a car in the early 1900s).

1911-1930 From this beginning, through and beyond the 1930s, Packard-built vehicles were perceived as very competitive in the class of high-priced luxury American automobiles. The company was commonly referred to as being one of the "Three P's" of American motordom royalty, along with Pierce-Arrow of Buffalo, New York and Peerless of Cleveland, Ohio. The car that moved Packard firmly into the industry's front rank was its 48-horsepower **Six** of 1912. Packard then leap-frogged Cadillac's new 1915 V-8 with a V-12 the following year -- the fabled 1916 "**Twin Six**," though that only lasted until 1923.

BRIEF PACKARD MOTOR CAR COMPANY SAGA (PART 2 OF 6)

Packard did introduce a less-prestigious Six in 1921, but that was dropped well before 1930. In 1923, Packard began using a "series" number to designate each year's model line, a practice it continued into the '50s. The Seventh Series, for example, coincides with 1930. That hierarchy began with a **Standard Eight**, which had the least-pretentious bodies on two relatively short wheelbases of 127.5 and 134.5 inches. Power came from a 320-cubic-inch inline engine making 90 bhp. A new straight-eight arrived for the 1924 season. For many people, Packard was, in its heyday, "the supreme combination of all that is fine in motor-cars." It may not have always been the technical "Standard of the World," but it was the social Standard of America, even for millions of would-be buyers who could never afford one. In 1929, more people owned stock in Packard than any other company save General Motors, and there were far more Packard stockholders than Packard owners.

In 1929 Packard introduced the dashing **Speedster Eight**, offering lithe boattail and standard roadsters, plus phaeton, victoria, and sedan, all on a 134-inch chassis. Speedsters cost the world -- \$5,200-\$6,000 -- so only 167 were built before the series was canceled after 1930. With a hefty price tag, the 1930 Speedster Eight boattail roadster had a hard time appealing to Depression-era buyers. A 385-cid eight delivered 125-145 bhp in Speedsters. (note: Speedsters were re-introduced in 1934 only with 135" wheelbase Runabout LeBaron at \$7,700 and a Sport Coupe. A 106-bhp version powered **Custom Eight** and **DeLuxe Eight** on wheelbases of 140.5 and 145.5 inches. These were generally built with closed bodies, but were also available in phaeton, roadster, and convertible styles by Packard and various custom coach-builders. Prices here weren't quite the world, ranging from \$3,200 to over \$5,000. Then again, such sums bought a rather nice house at the time. For a company so single-mindedly devoted to luxury, Packard did compile a remarkable production record. It regularly out produced Cadillac in 1925-30, even though its GM rival had help from LaSalle beginning in 1927.

1931-1936 Except for 1931, 1932, and 1934, Packard continued to out-build Cadillac/LaSalle until WWII. The 1931 Eighth Series comprised standard, Custom, and DeLuxe Eights. The standard line now offered "Individual Customs" on the 134.5-inch chassis. Included were a Dietrich convertible sedan and Victoria, plus Packard's own Cabriolet, Town Car, and Landauet styles. Standard models retained the 320 engine, now 10 bhp richer; Custom and DeLuxe again carried the 385 unit, now with 120 bhp. The extra power came from modified intake and exhaust passages similar to those on the 1930 Speedsters. Other design changes included automatic Bijur chassis-lubrication system, and a new quick-shift mechanism for the four-speed gearbox to reduce effort. For 1932's Packard Ninth Series came in a more-conventional three-speed all-synchromesh transmission, plus lower, more streamlined styling that was nonetheless similar to upright 1930-31 appearance.

Like other luxury makes, Packard relied on middle-priced products to survive the Depression, most notably the **One Twenty**, new for 1935. This, together with the companion **One Ten**, enabled Packard not only to endure "hard times" but to grow rapidly from that of low-volume luxury to true mass-market producer. Packard produced ~29,000 cars in 1935 and doubled that in 1936 with ~61,000.

BRIEF PACKARD MOTOR CAR COMPANY SAGA (PART 3 OF 6)

But the big news in the 1930's occurred at the top and bottom of the line. Leading the fleet was a new 1932 Twin Six, which was renamed **Twelve** after this one year. These Twelve cylinder "Ultimate Packards" with long wheelbase lasted only eight years from 1932 through 1939. They bore no relationship to the 1916-1923 original, with a new 445.5-cid V-12 that had actually been planned for an aborted front-drive chassis. Though a fairly low numerical axle ratio was available, most of these cars got gearsets of 4.41:1 or higher. The result was smooth, relatively shift-free motoring rather than high performance. The factory claimed a sustained 100 mph was well within the new V-12's capabilities, but that was under test conditions; the 160-bhp engine usually ran out of breath at about 90 mph. At 60 or 70 mph, though, it was whisper quiet.

The 1932-1934 V-12s shared the same two wheelbases and most bodies with the upper Eight series, which was again called Deluxe for 1932, then **Super Eight** from 1933 -1942. In all cases, the longer chassis was reserved for the Individual Customs and a standard seven-passenger sedan and limousine. Despite their prestige as the ultimate Packards, the V-12s arrived at only \$100-\$200 above their counterpart DeLuxes with factory bodywork. But the gap grew as time passed, especially between the various custom-body models.

As an independent, Packard couldn't face the Depression with solid financial backing from a big parent, so it tried medium-priced cars well before Cadillac or Lincoln. Its first was the 1932 **Light Eight**, appearing two years ahead of a smaller, cheaper LaSalle and four years ahead of Lincoln's Zephyr. A quality product built with the same meticulous care as other Packards, the Light Eight was true to its name. It rode a lighter, trimmer 127.8-inch chassis mounting the standard Eight's 320 engine, rated that year at 110 bhp. The Light Eight was thus faster than its bigger sisters. Body styles comprised four-door sedan, five-passenger coupe-sedan, and rumble-seat roadster and coupe. The Light Eight looked chunkier than other '32 Packards because it was shorter overall, and its attractively affordable pricing -- around \$2,000 -- was more liability than asset. A Light Eight cost almost as much to build as a corresponding standard Eight yet sold for \$500-\$850 less, so Packard was lucky to break even on any Light Eight sold. The line was dropped after this one year.

Packard lost \$7 million in 1932, much of it on the Light Eight, so then company president Alvan Macauley began searching the ranks of GM executives for someone wise in the ways of volume production who could help the firm develop a profitable middle-priced car. Ironically, the firm netted \$500,000 with 1933 sales that amounted to 38 percent of the high-priced market -- well above Cadillac's share. Trouble was, the high-priced market was virtually gone. But Macauley's search was about to pay big dividends.

Soon coming aboard were Max Gilman, "that hardboiled guy in New York" (he'd started as a Brooklyn truck salesman in 1919), and George T. Christopher, a production whiz enticed out of retirement from GM. (Gilman replaced Macauley as president in 1938, when the latter became chairman; Christopher replaced Gilman in 1942). While Gilman astutely set the publicity stage, Christopher then modernized Packard's plant end-to-end for much higher volume. The fruit of their combined labors was unveiled on January 6, 1935, as the Packard **One Twenty**.

BRIEF PACKARD MOTOR CAR COMPANY SAGA (PART 4 OF 6)

Designed largely by former GM people, the One Twenty engine was a straightforward L-head eight of 257.2 cid and 110 bhp. Features included a heavily ribbed block, individual exhaust ports, ample water jackets, five main bearings, and counterweighted overlapping journals. It was a smooth engine, easy on gas, and granite strong. After 1935, a longer stroke yielded 282 cid and 120 bhp. Most One Twentys could reach 85 mph and do 0-60 in less than 20 seconds -- not bad for a 3,500 pound prewar car. For 1936, the One Twenty added a convertible sedan bearing "Dietrich" body plates, though Ray Dietrich personally had nothing to do with it; his name had been owned by the Murray Body Company since the early '30s. The following year brought a station wagon, three DeLuxe closed models, and a 138-inch wheelbase sedan and limousine. One Twenty's seven models cost a little more than half as much as the discontinued Light Eight -- \$1,000-\$1,100 -- perfect for those who'd always wanted a Packard but had never been able to afford one. To no one's surprise, it sold like nickel hot dogs. As a result, Packard rocketed to 12th in industry production for 1935, leaping from 10,00+ in 1934 to nearly 32,000 cars made. And it kept right on soaring, reaching about 61,000+ in 1936.

Although Packard most certainly could not have survived the Depression without the highly successful **Junior** models, the Juniors did have the effect of diminishing the **Senior** models' stellar and exclusive image among those few who could still afford an expensive luxury car. Adding insult to injury, the 120 models were more modern in basic design than the Senior models, i.e. the 1935 Packard 120 featured independent front suspension and hydraulic brakes, both features that would not appear on the Senior Packards until 1937.

Regardless, by the end of the '30s, Cadillac was in firm charge as the sales and prestige leader of the high-dollar class. Many people who previously wouldn't have been seen in a Caddy now bought them instead of big Packards, which had been upstaged by the low-cost One Ten and One Twenty that looked almost the same, at least in front. A definite factor in Cadillac's leap to luxury-league supremacy was its more-modern Harley Earl styling. In 1935, when "senior" production was consolidated to make room for the new high-volume One Twenty, the Twelve gained a stroked 473-cid engine with 175 bhp, and shifted to 139-inch and 144-inch wheelbases. Super Eights offered similar body styles on those same chassis, as well as a trim 132-inch platform. Custom bodies thinned quickly as coachbuilders either went bankrupt or were bought out, but a few were always listed through 1942. As an independent, Packard could not face the Depression with solid financial backing from a big parent, so it tried medium-priced cars well before Cadillac or Lincoln.

To address the Depression, Packard started producing more affordable cars in the medium-price range. In 1935, it introduced its first sub-\$1,000 car, the Packard 120. Car production more than tripled that year and doubled again in 1936. In order to produce the One Twenty Series, Packard built and equipped an entirely separate factory. By 1936, Packard's labor force was divided nearly evenly between the high-priced "Senior" lines (Twelve, Super Eight, and Eight) and the medium-priced "Junior" models, although more than ten times more Juniors were produced than Seniors. This was because the 120 series models were built using thoroughly modern mass production techniques, while the Senior Packards used a great deal more hand labor and traditional craftsmanship.

BRIEF PACKARD MOTOR CAR COMPANY SAGA (PART 5 OF 6)

1937-1942 Prior to 1937, Packard was still the premier luxury automobile, even though the lion's share of cars being built were the One Twenty and Super Eight model ranges. 1937 was Packard's best year ever with ~123,000 cars made. A sharp recession held the 1938 volume to some 56,000, but the firm soon recovered, and output remained healthy until World War II. The '37 Senior Packards joined the One Twenty in offering independent front suspension, grease fittings (instead of the Bijur automatic chassis-lube system), and hydraulic brakes. For 1938, when the One Twenty was simply called Eight (one year only), the standard wheelbase lengthened to 127 inches.

Hoping to catch still more of the market, Packard decided to issue the **Packard 115C** in 1937, which was powered by Packard's first six-cylinder engine since the Fifth Series cars in 1928. While the move to introduce the Six was at once brilliant—the car arrived just in time for the 1938 recession—it also tagged Packard's as something less exclusive than they had been in the public's mind, and in the long run, the Six hurt Packard's reputation of building some of America's finest luxury cars. Arriving on a 115-inch wheelbase, it used what was basically an over-bored One Twenty eight with two fewer cylinders, which made for a 237-cid six with 100 bhp. Wheelbase stretched to 122 inches for 1938-39, when displacement went up to 245 cid, though horsepower was unchanged. Offerings basically duplicated the One Twenty's, but prices averaged some \$150 lower, so the Six outsold the One Twenty by 13-to-10 in 1937. Though its six wasn't as smooth or potent as the One Twenty eight, it did offer excellent mileage and more than adequate performance.

Super-Eights offered the same two chassis, but models were reduced to cover a \$1,650-\$2,300 spread. The Twelve, however, still ran a very broad gamut of models and prices (\$4,155 to \$8,355), including custom styles by **Rollston** and **Brunn**. However, 1939 was the magnificent Twelve final year; the Depression had rendered it an unnecessary anachronism. Only 5,744 were built during its eight-year reign as queen of the line (including 1932 Twin Sixes). More major styling adjustments occurred for 1940, when a new 160-bhp 356-cid engine bowed in an expanded Super Eight line divided between One Sixty and Custom One Eighty models. These spanned wheelbases of 127, 138, and 148 inches and a price band of \$1,500 to \$2,900 with standard bodywork.

The new 356 was impressively quiet, what with nine main bearings and a crankshaft that weighed 105 pounds. It was also potent enough to push the lighter models to well over 100 mph. The 356 would power Supers through 1947 and Customs through 1950. Another new feature for 1940 was air conditioning. Packard was the first production car to offer it, though it was bulky and not as effective as later units. Meantime, the low-priced Six was again a One Ten for 1940, but neither it nor the One Twenty was much changed mechanically. However, rumble-seat models were eliminated, and the One Twenty extended its coverage with four new DeLuxe-trim models: a sedan, club coupe, club sedan, and convertible coupe in the \$1,160 to \$1,300 price range.

BRIEF PACKARD MOTOR CAR COMPANY SAGA (PART 6 OF 6)

The line was again anchored in 1938 and 1939 by the Six 110 (soon to be called One Ten in 1942), priced as low as \$1,000 for the business coupe. (Fords and Chevys cost \$600 to \$900 that year). The One Twenty name returned on entry-level eight-cylinder models, with 127-inch and 148-inch wheelbases; prices were \$1,245 to \$1,700.

Effectively filling the glamour gap left by the departed Twelve, these comprised a One Twenty convertible victoria, a Custom Super Eight One Eighty version on the same short wheelbase, and a long-chassis Custom Super convertible sedan and closed Sport Sedan. All boasted ground-hugging silhouettes enhanced by the complete absence of running boards (Dutch detested running boards, though they were fast-fading anyway). The victorias were exquisite: smooth, low, ideally proportioned, yet with just the right amount of proper Packard dignity. A stunning exception to Packard's more competitive 1940 price structure was a new quartet of rakish custom-built Darrin models, the work of renowned designer Howard A. "Dutch" Darrin. 1940 was Packard's 2nd best year with 101,575 cars made offering a price range of \$867 to \$6,300.

The **Darrin-Packards** evolved from a handful of 1938-39 specials that Dutch had built at his Hollywood works for various celebrities, including actor/crooner Dick Powell. Strong response encouraged Dutch to convince Packard to catalog such wares on a special-order basis. In a clever ploy to do just that, he got the Powell car parked at the Packard Proving Grounds in the summer of 1939, where it was roundly cheered by dealers attending their annual sales meeting. Save sectioned radiators and hoods, the Darrins wore unique body panels. The Sport Sedan was a handsome "gentleman's" car with a semblance of Bill Mitchell's 1938 Cadillac Sixty Special in its curved, blind-quarter roof, chrome-edged windows, and sharp beltline. But the real eye-catcher was the sleek victoria, with cut-down windshield and an abrupt kickup to the rear flanks from a gradually sloped doorline -- the famous "Darrin notch."

For most of its history Packard was guided by its President and General Manager Alvan Macauley from 1916 to 1949, who also served as President of the National Automobile Manufacturers Association. Inducted into the Automobile Hall of Fame, Macauley took Packard to the number one designer and producer of luxury automobiles in the United States and was highly competitive abroad, with markets in sixty-one countries and gross income of \$21,889,000 in 1928. Macauley was responsible for the iconic Packard slogan,

"Ask the Man Who Owns One."

BRIEF SUMMARY OF PRE-WAR PACKARD CHARACTERISTICS BY DECADE

The table is a brief summary of the Pre-War Packard characteristics for each decade - from the 1900s through the early 1940s:

	<u>1900s</u>	<u>1910s</u>	<u>1920s</u>	<u>1930s</u>	<u>1940s</u> (1940-42 only)
Cars Made:	5,418	42,984	330,303	402,936	226,249
Price Range:	\$1,200-\$7,200	\$2,600-\$6,750	\$2,235-\$8,450	\$840-\$8,355	\$867-\$6,300
Weight Range:	- - - - -	4,113-5,015 lbs	2,790-5,250 lbs	3,140-5,950 lbs	3,110-4,850 lbs
Power Range:	7.5 -30 hp	18-48 hp	43.2-130 hp	90-175 hp	100-160 hp
Models:*	47	254	196	508	111
New Styles Introduced:	<ul style="list-style-type: none"> • Models: C, E, F, G, K, L, N S (or 24) • Thirty Series: (U, UA, UB, UBS) (E, UE) • 1-38 & 2-38 • 2-48 & 3-48 • 5-38 	<ul style="list-style-type: none"> • Thirty Series: (UB, UBS, UC) (UCS, UD, UDS) • Eighteen Series: (NB, NC, NE) (NB & NC) • Twin-Six Series: (1-25, 2-25, 3-25) (1-35, 2-35, 3-35) 	<ul style="list-style-type: none"> • Eight Series • Standard Eight • Custom Eight • Deluxe Eight • Speedster 	<ul style="list-style-type: none"> • Light Eight • Twelve • Super-Eight • Six (110) • Six (120) • One Twenty • One Twenty B • One Twenty C/CD 	<ul style="list-style-type: none"> • Custom Super-Eight • Clipper • Clipper Eight • Clipper Six
Custom Body Styles:		<ul style="list-style-type: none"> • Fisher • Metal Body Co. 	<ul style="list-style-type: none"> • Pullman • Halbrook 	<ul style="list-style-type: none"> • Dietrich • LeBaron 	<ul style="list-style-type: none"> • Rollston • Brunn • Hercules

* Note: many of the same model were repeated over the years, often with a different wheelbase and/or custom coach builder.

PRE-WAR PACKARD MOTOR CAR COMPANY PRODUCTION BY CYLINDERS

<u>Cylinders</u>	<u>Styles</u>	<u>Cars Made*</u>	<u>Years</u>	<u>Period</u>
1	Model: (A, B, C, E, F, G)	312	6	1899-1903
4	Models: (K, N, S, 18s, 30s)	13,190	10	1903-1912
6	Sixs (1-38, 2-48, 3-48, 5-38, 110)	448,442	17	1912-1915, 1921-1928 & 1937-1941
8	Eights (Single, Custom, Standard)	392,063	16	1924-1936
8	Speedster	187	2	1929 & 1930
8	Super Eights & Custom Super Eights	58,897	10	1933-1942
8	One-Twentys (120, 120B 120C/CD)	191,532	7	1935-1937 & 1939-1941
8	Light Eight	6,785	1	1932 only
12	Twin-Sixs	36,378	8	1916-1923
12	Twelves	5,512	7	1933-1939

8	Clipper	35,799	2	1941 & 1942
6	Clipper	11,325	1	1942 only

Total: ~1,008,890 (excludes foreign sales)

Note: Production numbers are from the PAC Website: packardclub.org (*Encyclopedia*)

- ◆ Production of all the Twin-Sixs & Twelves combined (41,890) was ~71% of all the Super Eights (58,897) made.
- ◆ Production of all the Sixes (459,767) was ~ 67% of all the Eights (685,263) made.
- ◆ Production of the 12-cylinder Packards (Twin-Six & Twelves) was ~4.2 % of the total Pre-War Packards built.
- ◆ Production of the top-of-the line Twelves was only a small fraction (~0.55%) of the Pre-War Packards built.
- ◆ Sixes and Eights had the longest production run in years. Light Eight had the shortest run of only one year.
- ◆ 4-cylinder Packards lasted 10-years. 6-cylinder Packards lasted 17-years. 8-cylinder Packards lasted 16-years.

NOTE: PRODUCTION BY YEAR (1899-1942) IS IDENTIFIED IN THE TABLE ON PAGE 5.

PRE-WAR PACKARD MOTOR CARS - CYLINDERS - (WHEELBASE" MODELS)

Year	Models	Cylinders ("Wheelbase"/Model)
1899	Model A	1-cylinder (71.5")
1900	Model A	1-cylinder (71.5") + Model B 1-cylinder (76")
1901	Model C	1-cylinder (75" & 76") + Model E 1-cylinder (84") + Model F 1-cylinder (84")
1902	Model F	1-cylinder (84") + Model G (1-cylinder (91")
1903	Model F	1-cylinder (88") + Model K 4-cylinder (94") - end of the one-cylinder engines
1904	Model L	(4-cylinder) (94")
1905	Model N	(4-cylinder) (106")
1906	Model S/24	4-cylinder (108" & 119")
1907	Thirty/ Model U	4-cylinder (108" & 122")
1908	Thirty/ Model UA	4-cylinder (108" & 123.5")
1909	Eighteen/ Model NA	4-cylinder (102" & 112") + Thirty 4-cylinder Model UB & Model UBS (108" & 123.5")
1910	Eighteen/ Model NB	4-cylinder (102" & 112") + Thirty "UC" & "UCS" 4-cylinder (108" & 123.5")
1911	Eighteen/ Model NC	4-cylinder (102" & 112") + Thirty "UD" & "UDS" 4-cylinder (108" & 123.5")
1912	Eighteen/ Model NE	4-cylinder (108" & 112") + Thirty/ Model UE 4-cylinder (114", 123.5" & 129.5" + Single-Six 1-48/ 12-48 (121.5", 133" & 139")
1913	Single-Six 1-38/ Model 1338	(115.5", 134" & 138") + Single-Six 2-48/ Model 1348 (121.5", 133" & 139")
1914	Single-Six 1-38/ Model 1438	(115.5", 134" & 138") + Single-Six 2-38 (121.5" & 140") + Single-Six 3-48/ Model 1448 (139") & 4-48 (144")
1915	Single-Six 3-38 (140"	Model 1438) + Single-Six 5-48 (144" Model 1448)
1916	Twin-Six 1-25 (125")	+ Twin-Six 1-35 (135")
1917	Twin-Six 2-25 (126.5")	+ Twin-Six 2-35 (136")
1918	Twin-Six 3-25 (126.5")	+ Twin-Six 3-35 (136")
1919	Twin-Six 3-25 (126.5")	+ Twin-Six 3-35 (136")
1920	Twin-Six 3-25 (126.5")	+ Twin-Six 3-35 (136") - last year for the 3-25 designation
1921	Twin-Six (136")	+ Single-Six (116" Model 116)
1922	Twin-Six 3-35 (136"	126) + Single-Six (126" Model 126 & 133" Model 133)
1923	Twin-Six 3-35 (136"	126) + Single-Six (126" Model 126 & 133" Model 133)

Note: Series did not start until 1924, which was designated as the 1st Series

PRE-WAR PACKARD MOTOR CARS - SERIES - CYLINDERS - (WHEELBASE" MODEL)

Year	Series	Type ("Wheelbase" Model)
1924	1st	Eight (136" 136 & 143" 143) + Single Six (126" 226 & 133" 233)
1925	2nd	Eight (136" 236 & 143" 243) + Single-Six (126" 326 & 133" 333)
1926	2nd	Eight (136" 236 & 143" 243) + Single-Six (126" 326 & 133" 333)
1927	3rd	Eight (136" 336 & 143" 343) + Single-Six (126" 426 & 133" 433)
1928	4/5th	Custom Eight (143" 443) + Standard Eight (143" 443) + Single-Six (126" 526 & 133" 533)
1929	6th	Speedster-Eight (126.5" 626) + Custom/DeLuxe Eight (140" 640 & 145" 645) + Standard Eight (126" 626 & 133" 633)
1930	7th	Speedster-Eight (134.5" 734) + Custom/DeLuxe Eight (140.5" 740 & 145.5" 745) + Standard Eight (127.5" 726 & 134.5" 733)
1931	8th	DeLuxe Eight (140.5" 840 & 145.5" 845) + Standard Eight (127.5" 826 & 134.5" 833)
1932	9th	Twin-Six (142.5" 905 & 147" 906) + DeLuxe Eight (142.5" 903 & 147.5" 904) + Standard Eight (129.5" 901 & 136.5" 902) + Light Eight (127.75" 900) note: Light Eight discontinued after only one year.
1933	10th	Twelve (142" 1005 & 147" 1006) + Super Eight (135" 1003 & 142" 1004) + Eight (127.5" 1001 & 136" 1002)
1934	11th	Twelve (135" 1106 & 142" 1107 147" 1108) Super Eight (135" 1103 & 142" 1104 147" 1105) + Eight (129" 1100 , 136" 1101 & 141" 1102)
1935	12th	Twelve (139" 1206 & 144" 1207/1208) + Super Eight (132" 1203 , 139" 1204 & 144" 1205) + Eight (127" 1200 , 134" 1201 & 139" 1202)
1936	14th	Twelve (139" 1406 , 139" 1407 & 144" 1408) + Super Eight (132" 1403 , 139" 1404 & 144" 1405) + Eight (127" 1400 , 134" 1401 & 139" 1402) + One Twenty B "120B" (132", 139" & 144")
1937	15th	Twelve (132" 1506 , 139" 1507 & 144" 1508) + Super Eight (127" 1500 , 134" 1501 , 139" 1502) One-Twenty "120CD" & "138CD" (120" C , 120" CD & 138" CD) + Six "115-C" (115")
1938	16th	Twelve (127", 134" 1607 & 139" 1608) + Super Eight (127" 1603 , 134" 1604 , 139" 1605) + Eight (127" 1601 , 134" 1601D & 138" 1602) + Six "110" (122" 1600)
1939	17th	Twelve (134" 1707 & 139" 1708) + Super Eight (127" 1703 148" 1704) + One-Twenty (120", 127" 1701 & 148" 1702) + Six "110" (115" 1700 & 122" 1700)
1940	18th	Custom Super Eight (127" 1806 , 138" 1807 & 148" 1808) + Super Eight "160" (127" 1803 , 138" 1804 & 148" 1805) + One-Twenty "120" & 120DE" (127" 1801) + One-Ten "110" (122" 1800)
1941	19th	Custom Super Eight (127" 1906 , 138" 1907 & 148" 1908) + Super Eight "160" (127" 1903 , 138" 1904 & 148" 1905) + One-Twenty "120" & 120DE" (127" 1901) + One-Ten "110" (122" 1900) + Clipper Eight (127" 1951)
1942	20th	Custom Super Eight (127" 2006 , 138" 2007 & 148" 2008) + Super Eight "160" (127" 2003 , 138" 2004 & 148" 2005) + Clipper Eight "120" (120" 2001 & 127" 2011 & 2021) + Clipper Six "110" Special & Custom (120" 2000)

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DESCRIPTIONS

And

LIMITED PICTURES

Compiled by Neil R. Anderson - July 2009



THIS BOOKLET WAS DESIGNED AS A "GLOVE BOX" REFERENCE SOURCE OF PRE-WAR PACKARDS DESCRIPTIONS. A BRIEF PACKARD MOTOR CAR COMPANY SAGA PLUS PRODUCTION BY YEAR, DECADE AND CYLINDERS AT THE BACK.