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1951 Chevrolet Fleetline Deluxe fast-back, Atomic Orange Metallic, Wire wheels with white wall radials, 283 V8 Turbo 350 auto trans, \$29,900

2017 Tesla Model S 75 D AWD, Midnight Silver Metallic, Deluxe Black interior, Premium upgrades package, \$27,900

1976 Pontiac Trans Am 455, garage kept past 28 yrs, Firethorn Red, matching int., A/C, Custom Auto-Sound bluetooth stereo, Tremec 5 sp manual trans, 400 HP, \$56,900

1956 Chevrolet Handyman Wagon, 15" Steel wheels w/Coker WWW radials, 350 V8, Turbo 400 auto trans, \$36,900

1963 Studebaker Lark Daytona Wagonaire, 259 V8, 3 sp w/OD, fold-down rear seat, AM radio, Blue vinyl interior, \$19,900

1955 Pontiac Chieftain 2 dr h/t, Iris Mist Metallic w/ Lavender, matching cloth int, tilt st. column, Vintage A/C, GTO 400 V8, \$34,900

1966 Shelby GT Fastback, Carroll Shelby orig. sold it to Johnny Crawford, 289 hi perf eng, Top Loader 4 sp, SALE \$179,900.

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## CAR QUIZ

True or False:

1. Cadillac's "Autronic Eye" introduced in 1952, was an automatic headlight dimmer.
2. In 1949, Chevrolet introduced an optional 235 CID 6 cylinder available with its powerglide.
3. In 1955, Packard replaced its straight 8 with an all-new V-8 with 352 CID V-8 in its Caribbeans.
4. 1953 Studebaker "Loewy" coupes had a face lift in 1954 with an egg crate grill.
5. In 1952, Pontiac changed from its 3-piece back light to a one-piece.
6. Plymouth introduced quad headlights for 1957.
7. As of 1951, Hudson made the largest L-head 6 cylinder ever offered with its 308 CID.
8. Ford introduced its "pillarless hardtop in 1950.
9. Corvette made Ramjet fuel injection available for the first time in 1957.
10. Thunderbirds were available with a supercharged 312 CID V-8 in 1957.

(Answers on Page 1)



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**RESTORATION TIP**

**"Hold That Air!"**

If you are running tubeless tires on your car and you are having trouble with a tire losing air, and it's not the tire, remove the valve stem and check the stem's hole in the rim. Sometimes old rims rust or become irregular around the hole, causing the stem not to seal. Many times the hole can be cleaned up. If it's a rare wheel, the hole can be welded up and a new hole drilled, then the wheel re-balanced.

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LET your station wagon, too, reflect your flair for smartness. Choose Oldsmobile—best looking of them all. You can have the hood and all sheet metal in any of Oldsmobile's beautiful color finishes. And with handsome white ash frame and natural birch panels, you can be sure that your utility car is the unquestioned leader in style. For a second car that's second to none, see an Oldsmobile Station Wagon at your dealer's—today!

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# 1954 PACKARD and Packard CLIPPER



## Discover the new PACKARD *America's new choice in fine cars*

The great new 1954 Packard is the result of an idea—an idea born in Detroit just a short time ago—that Packard could rightfully achieve a new high place in the fine-car field.

Backed by Packard's 55-year-old tradition of quality and its historic record of highest excellence and superb craftsmanship, a new management determined that Packard, by the most modern methods, could logically become *America's New Choice In Fine Cars*.

That was the beginning of the New Packard Program, which is making big news in the industry. The results of that program speak for themselves, and during 1953 thousands of fine-car owners changed to Packard.

But the important point is this: *This story and the*

*New Packard Program reach their climax with the introduction of the 1954 line of seven great new Packard cars.*

Here are cars which are the finest examples of Packard's ability to produce fine cars . . . the greatest of a long line of superb cars produced by Packard.

These cars are designed for men and women who do not like to follow the crowd. They are fine, proud and distinguished—in looks and performance.

Their individuality stems in part from the fact that they are in the custom-built tradition—as closely tailored to the discriminating owner's choice as scores of combinations of optional features, colors and interiors can make them. The car you choose is *your car*, different from any other on the road.



## The PACKARD PATRICIAN

A brilliant new engine . . . trend-setting contour styling . . . ultra-luxurious interiors. The Packard Patrician is America's most distinguished car, the finest car on the road today.

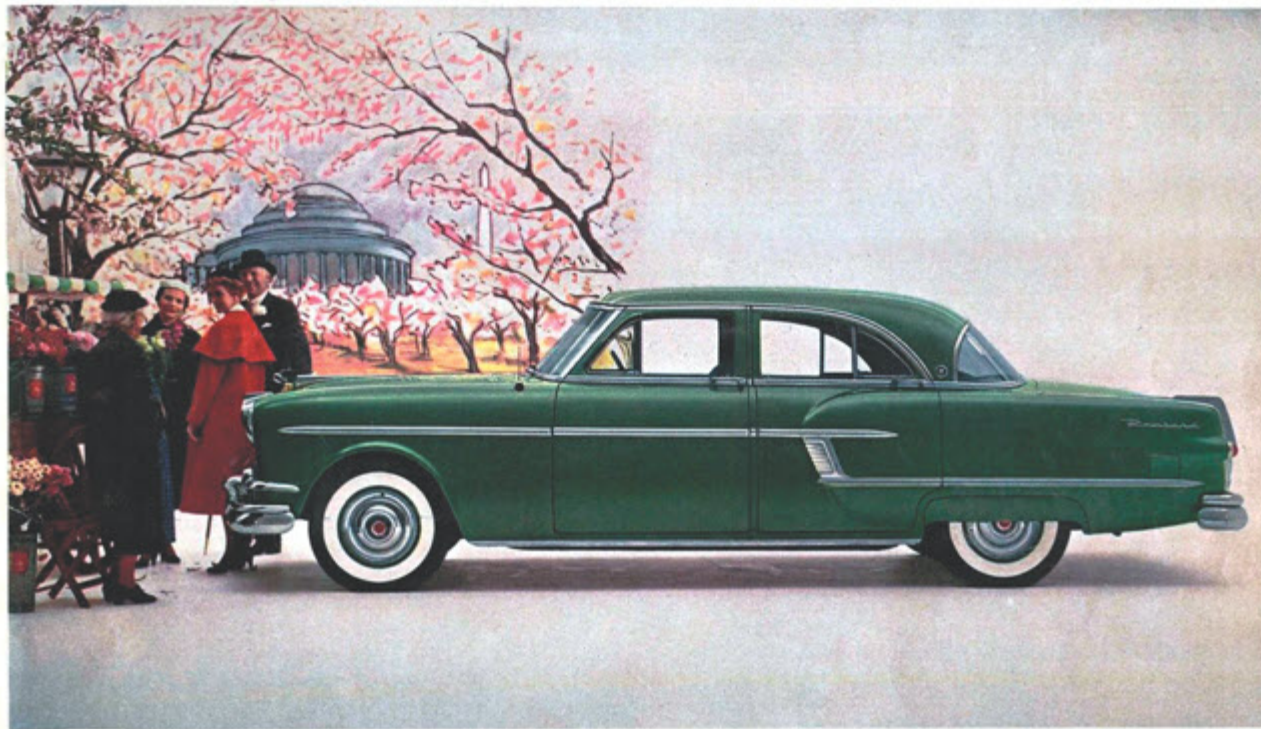
Here you will find the superb performance of a great new 212-horsepower engine—a big, able, high-compression and high-torque engine that provides all the power you need when and where you need it most!

And in combination with this tremendous new power are all the features that permit *the world's most relaxed driving!* Among them . . . Packard Ultramatic, finest of no-shift drives . . . Packard Power Steering . . . Packard Power Brakes . . . power operated windows . . . electric four-way seat adjustment.

This is a car designed for the fortunate people who know what they want and can have their choice of the field.



Shining symbol of Packard's supremacy on every highway—the handsomely modeled pelican in gleaming chrome ornaments the hoods of the new Packard Pacifics, Convertibles, Patricians, Packard Cavaliers and Custom cars.



Inside the Patrician you see for the first time how much luxury can be built into one automobile. For example, an entirely new fabric—nylon matelasse. Only when you have felt the sleek, cool richness of it can you appreciate its elegance. Or, for those who prefer traditional interiors, closely woven and durable broadcloth of the finest quality is also available in colorful two-tone combinations.

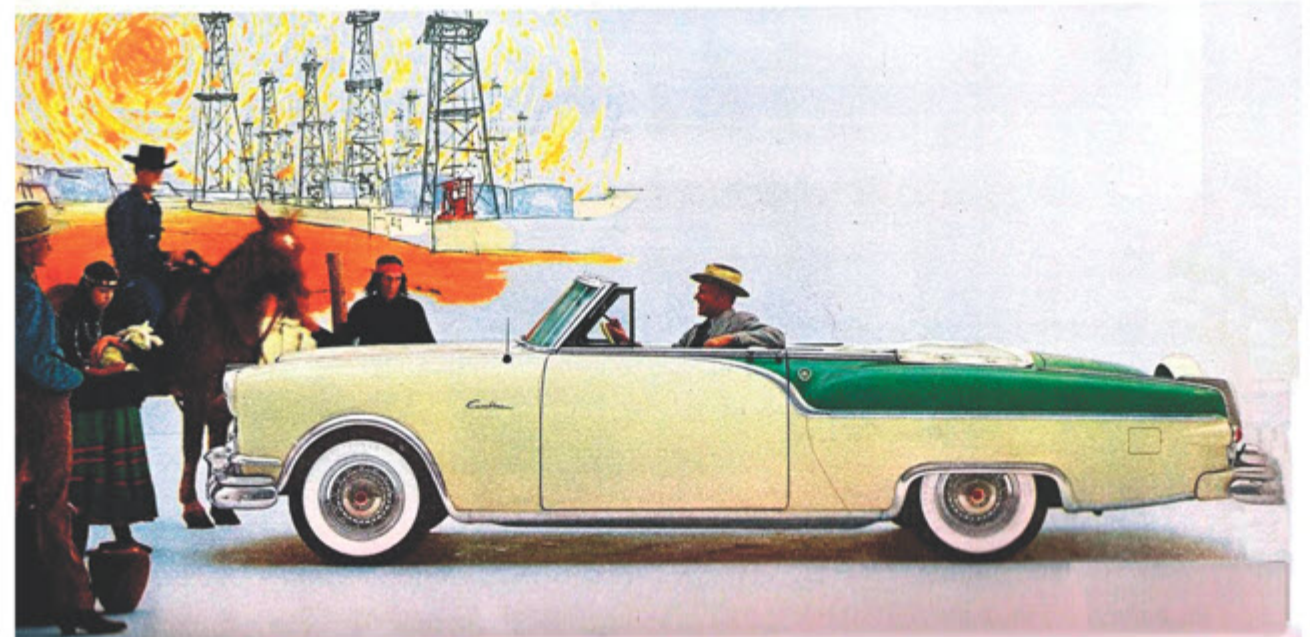
## The PACKARD CARIBBEAN

There is no more glamorous car than the new Packard Caribbean. Low, lithe lines . . . the swank continental look will turn all eyes in your direction—toward this smartest of all convertibles.

Like its sister cars, the Caribbean is built in the tradition of more than 55 years of engineering experience and craftsmanship.

The great new Packard 212-horsepower engine offers new performance that is one of the truly great new thrills in motoring.

You have the choice of handsome two-tone interior combinations of genuine leather—tailored to perfection—with colors and appointments that harmonize with the exterior of the car.



## The PACKARD PACIFIC

Something new in hardtop styling—the Packard Pacific. New inside and out—with new power, new performance, new driving ease.

And wherever you go—at the club—in town—or on the open highway, the Packard Pacific attracts admiring glances. Low, racy lines—the beauty of smartly customized, two-tone interiors finished

in luxurious nylon and leather. All these and a wealth of beautifully designed special appointments make the sleek new Pacific an ideal car for the young in heart.

On the road, the Pacific—with the brilliant power of its new 212-h.p. engine—more than lives up to the promise of its jaunty lines.



## The PACKARD CAVALIER

This car is designed with the family in mind, yet with all its luxury, comfort, and performance, it is also a great new value in its field.

Below, you see the trend-setting styling and color harmony of one of the many beautiful new Packards. The new interiors are keyed to the rich, handsome color of the car itself.

Your first ride will impress you with the many superior qualities which Packard Cavalier owners enjoy: Sumptuous "living-room" comfort and richness and elegance; the famous Packard ride engineered in, with springs and shock absorbers carefully matched to the car; the smooth, surging power of its 185-horsepower engine!



## The PACKARD CONVERTIBLE

Sparkling performance and the sheer joy of living speak from every jaunty line of the new Packard Convertible.

Beneath that gleaming hood are 212 horses, alert and eager to sweep you forward with breath-taking power! And so quiet, so responsive and easily controlled that only the sense of effortless

power and a climbing speedometer tell you that they are really there.

And the interiors! Genuine top-grain leather all the way through—with six brilliant colors from which to choose.

Power Steering—Power Brakes—Power Seat—Pushbutton Windows are optional extra features.

## SMART, RICHLY UPHOLSTERED INTERIORS IN A WIDE CHOICE OF COLORS

Few homes are as tastefully and lavishly furnished, few private clubs as richly appointed as the colorful Packard interiors for 1954.

Faultless tailoring . . . an almost unlimited selection of richly textured, colorful fabrics . . . the gleam of chrome . . . the quiet of soundproofed bodies—all contribute to a feeling of luxury matched by no other car.

Here you find the Packard "idea" in its highest form. And the Packard idea today, as always, is simply this—"How fine can we make it?"

You'll find the evidence in superb new fabrics:

- Nylon matelassé, a new kind of durable nylon fabric, of unbelievable richness and luxury.
- Broadcloth of the finest quality and texture

—Nylon and broadcloth in colorful two-tone combinations

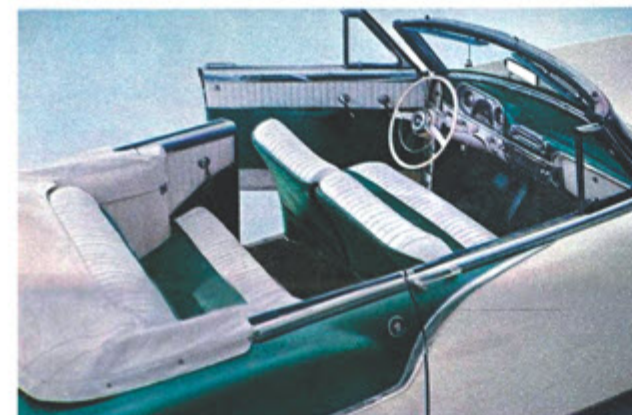
—Nylon and leather that set the Pacific apart from all other cars

—Genuine top-grain hair cell leather in the Caribbean, the Convertible, and the Pacific

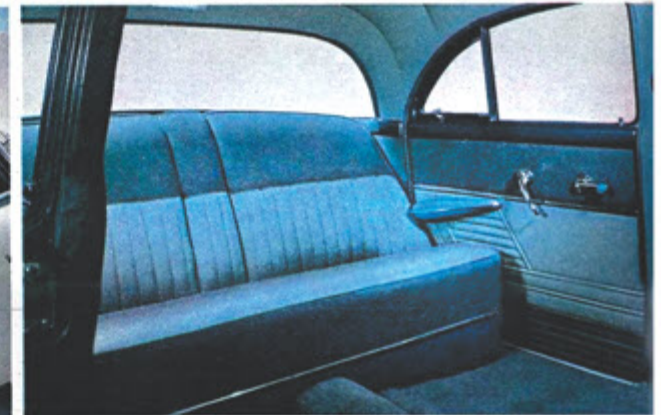
You'll find it in the seats themselves, where Packard's specially designed springing and thick pads of foam rubber let you sink into a new depth of luxury.

Room? Head room, hat room, shoulder room, hip room, leg room. Plenty of it everywhere.

In addition, the interiors of these new Packard cars are as modern, as lavish, as tastefully appointed as the foremost stylists in the industry today can make them.



Most glamorous American sports-type car, the Packard Caribbean offers you four choices of two-tone interiors in finely tailored genuine leather, with colors and appointments that harmonize with the exterior of the car.



Three different two-tone combinations of nylon and broadcloth mark the new Packard Cavalier as one of America's most colorful and beautifully finished cars. Genuine leather upholstery is optional.



Sleek, cool nylon and genuine leather upholstery combine in the new Packard Pacific to make one of the most distinctive and luxurious interiors of any car ever built in the sporting tradition. Five two-tone choices.



The new Packard Convertible gives you a wide range of individual selections—with genuine top-grain, hair cell leather interiors with a choice of six color combinations. Appointments are keyed to the luxurious interiors.





**NEW ELECTRIC 4-WAY SEAT**

The new Packard electrically operated 4-way seat, available on all Packard models, will raise or lower—slide smoothly and silently forward or back—at the touch of a finger.

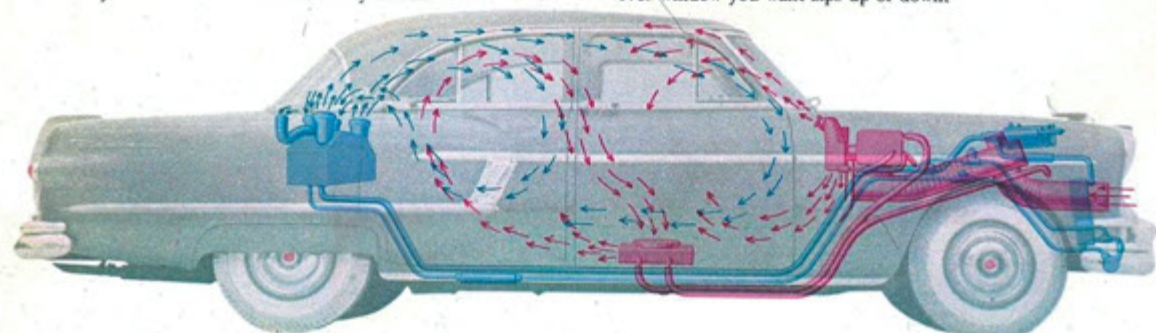
Two buttons conveniently located at the side of the seat permit instant adjustment for the comfort of any driver.



**PUSHBUTTON WINDOWS**

Raise 'em or lower 'em at the touch of a button. Silent, dependable hydraulic power boosts windows up or drops them down to any position you wish.

No cranking—no twisting. Just a touch of the finger and whichever window you want zips up or down.

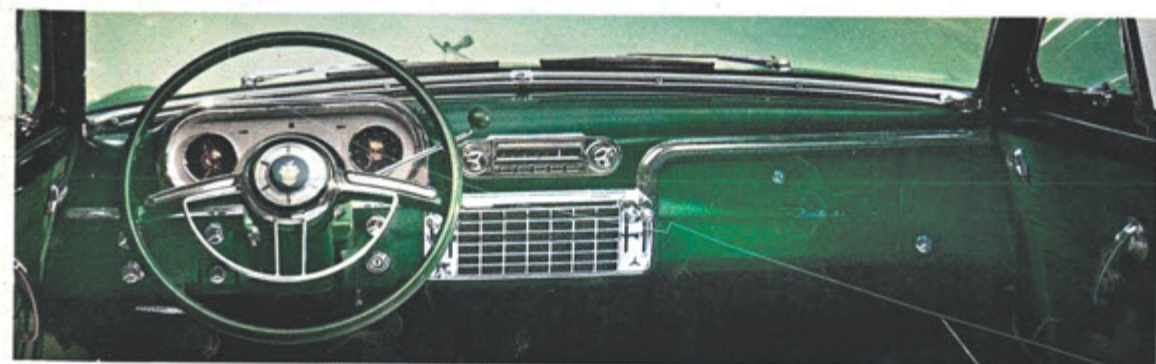


**PACKARD AIR CONDITIONING**

Even when air conditioning was in its infancy, Packard pioneered its application to motorcars. Packard's great engineering background, together with that of air-conditioning experts, has produced as efficient and dependable an air-conditioning unit as has yet been built for any automobile.

**NEW DUAL HEATING SYSTEM**

Here's something new and exclusive to Packard in 1954. Not one—but TWO heaters—bring you a continuous flow of fresh, heated air. The new Packard dual-heating system is a fresh-air ventilating, under-dash heater *plus* an under-seat heater that completely warms the rear of the car.



**NEW INSTRUMENT PANEL AND CLUSTER**

Smartly modern in appearance, easy to scan at a glance and operate with a finger touch, the new Packard instrument panel and instrument cluster are scientifically designed for easy control and freedom from windshield glare and other visual inter-

ference. Packard universal-tuning radio provides pushbutton tuning for your home town, manual tuning for other stations and "signal-seeking" automatic selection of the strongest signals in the area.

Discover the new  
Packard

# CLIPPERS

*Packard-built quality at a popular medium price*



**165-H.P. CLIPPER SUPER TOURING SEDAN**

*Smartest car in its price class for performance, styling and comfort*

You'll find the CLIPPER Super Touring Sedan a superb example of Packard style—the style that stays in style.

People on the street have been heard to comment, "Looks longer, is longer"—and it is . . . over 215 inches in over-all length.

High fenders and low hood look better, let you look better, too. That's modern Packard contour styling, which also makes it the "fastest" looking car of them all!

Interiors, too, are smartly new, with your choice of color combinations in luxurious new upholsteries.

We would like to add that a CLIPPER brings you ease of handling, comfort of ride, pride of ownership that cannot be matched by any other car at a medium price.





Two things must be uppermost in the mind of anyone reading this book: The fact that the Packard CLIPPER is a new car is obvious at a glance, but . . .

—just *how* new is it?

—exactly *what* new features and qualities does it have?

You will find the answers to these questions in full detail as you read on—and they are answers that we are confident will prove to be the big news of this automotive year.

*But a few words of introduction first:*

The Packard CLIPPER for 1954 is brand-new—new in style, new in comfort, new in many important engineering features. In this new and different car you'll feel as though you're entering a new world of adventure.

YET—

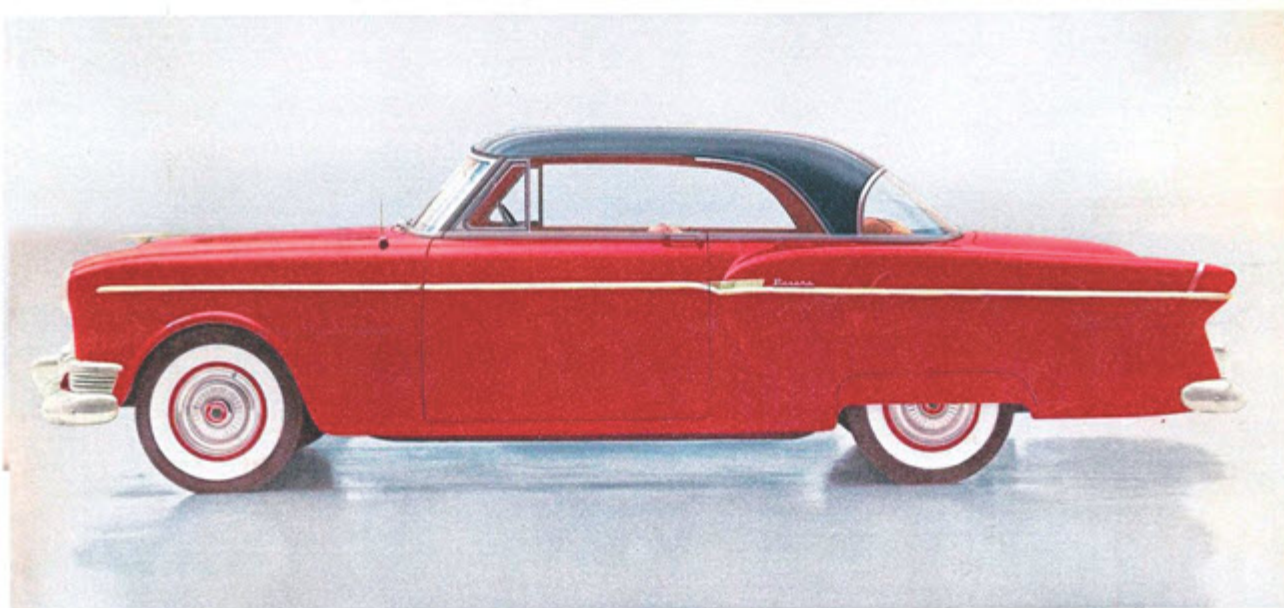
You will notice the CLIPPER retains the regal "Packard look." This is Packard style, the style that stays in style.

You will notice new features that will make the CLIPPER one of America's most talked about cars—including a new richness of finish in interiors, the finest new appointments.

You will notice, too, engineering features offered by no other car in the medium-price field. This is as it should be, for these cars are designed and built by Packard—the world's foremost builder of fine cars.

One more thing. Relaxed driving. In the 1954 CLIPPER, you will find the world's most relaxed driving! The exciting new story on that score needs more than this brief mention. Look for the details in the pages that follow.

*But first, meet the Packard CLIPPER for 1954!*



### The CLIPPER PANAMA

*America's newest glamour car is this dream-lined hardtop beauty*



Your first comments when you see the glamorous new CLIPPER Panama may be on hardtop styling and the new jaunty rear quarter section. "Smartest-looking car on the road"—"Built-in speed lines"—"A new kind of sports-car styling" are likely to be among your observations.

The new power of the 165-h.p. Packard engine will claim its share of attention, too. With flashing responsiveness and performance, this brilliant, high-compression engine gives realism to the *fast look* of the CLIPPER Panama.

Glamorous new interiors—with rich new upholstery finished in nylon and genuine leather and in four beautiful two-tone combinations. These things mark the new CLIPPER Panama as one of America's outstanding sports-type cars.

### PACKARD POWER BRAKES

What you are now reading about is, in our opinion, one of the most important safety features ever to be put on any automobile. Here's why—

Packard Power Brakes reduce foot pressure by 40% . . . take 29% less time to apply—greatly reduce the distance required for stopping!

You can see for yourself what this means in terms of super car control and quicker stops under all conditions.

Yes, you'll find driving with power brakes easier, safer—and it's fun!



4. A touch of the toe does it! The gentle pressure of your foot brings the car to a smoother, safer stop with Packard Power Brakes.

5. Pivot your foot—don't lift it. The low-level pedal is at the same convenient height as the accelerator—lets you apply brakes seconds sooner.

6. Low-level suspension (from above) leaves extra floor space clear. It reduces "time-to-apply" by up to 29%—lets you stop in 13 feet less distance at 30 m.p.h.

#### The PACKARD Specifications:

ENGINE—L-head, eight cylinders in line. Specially treated aluminum alloy, steel strut pistons. 212 brake horsepower at 4,000 rpm. Compression ratio 8.7 to 1. Displacement 359 cubic inches. Bore and stroke 3 $\frac{1}{2}$  x 4 $\frac{1}{2}$  inches. Hydraulic valve tappets. Crankshaft weight: 107 pounds; nine main bearings. Aluminum alloy cylinder head. Standard on Patrician, Caribbean, Pacific, Convertible and Custom-built cars.

185-horsepower engine—L-head, eight cylinders in line. Compression ratio 8.0 to 1. Displacement 327 cubic inches. Bore and stroke 3 $\frac{1}{2}$  x 4 $\frac{1}{4}$  inches. Five main bearings. Standard on the Cavalier.

TRANSMISSION—Packard Ultramatic Drive is standard equipment on the Packard Patrician, Pacific, Convertible and the Caribbean, and optional at extra cost on the Cavalier and Custom-built cars. Overdrive available at extra cost.

FUEL SYSTEM—4-barrel, down-draft carburetor with 4 main jets. Automatic choke, automatic heat control, silencer and flame arrester. Twenty-gallon gasoline tank. Automatic idling control. Oil bath air cleaner.

FRONT SUSPENSION—Packard independent front-wheel suspension, rubber cored support arm inner bushing. Roll Control Bar. Airplane-type, direct-acting full-flex shock absorbers.

REAR SUSPENSION—2 $\frac{1}{2}$ -inch wide, semi-elliptic springs, 54 $\frac{1}{2}$  inches long. Full-length composition inserts between leaves. Lateral stabilizer. (Except on the Pacific.)

BRAKES—Safeti-set hand brake. Packard Servo-Hydraulic, self-energizing type service brakes. Power brakes optional at extra cost.

WHEELS AND TIRES—Low pressure 8.00 x 15 tires (R20 x 15 on Custom Limousine and 8-Passenger Sedan) on Safety-Groove wheels. New tubeless tires optional at extra cost.

WHEELBASE—Custom Limousine and 8-Passenger Sedan: 149 inches. Patrician and Cavalier: 127 inches. Pacific and Convertible: 122 inches.

OVER-ALL LENGTH—Custom Limousine and 8-Passenger Sedan: 238 $\frac{1}{2}$  inches from bumper to bumper. Patrician and Cavalier: 216 $\frac{1}{2}$  inches, from bumper to bumper. Pacific and Convertible: 211 $\frac{1}{2}$  inches. Caribbean: 220 $\frac{1}{2}$  inches.

STANDARD EQUIPMENT—Twin horns, two dual, universally hinged sun visors. Double, variable-speed vacuum windshield wipers. Horn ring. Bumper guards front and rear. Bumper jack and tools. Turn indicators; tilt-type, glare-proof rear view mirror. Chrome-plated wheel discs; trunk compartment light; robe rail.

OIL Filter, Oil Bath air cleaner; Back-up lights.

DRIVE—Hatchkiss type through rear springs. Hypoid rear axle. Axle ratios—Ultramatic Drive: 3.54 to 1. Overdrive: 4.1 to 1. Standard transmission: 3.9 to 1.

ELECTRICAL SYSTEM—Large capacity 45-ampere, air-cooled generator with automatic control. Seventeen plate, 120-ampere hour battery on Packard Patrician, Pacific, Caribbean and Custom Cars. Seventeen plate, 100-ampere hour battery on Cavalier and Convertible. New anti-kickout starter drive on all models. New waterproof ignition wiring. Full automatic spark control.

STEERING—Conventional; Packard worm and 3-tooth roller type. Over-all ratio: 30.9 to 1. Turning radius 21 $\frac{1}{2}$  ft. for Convertible and Pacific; 22 $\frac{1}{2}$  ft. for Packard Sedan and Patrician. Power Steering: Hydraulic direct-action type with rotor pump. Over-all ratio: 22.5 to 1 for all models. Turning radius 20 $\frac{1}{2}$  ft. for Convertible and Pacific; 21 $\frac{1}{2}$  ft. for Packard Sedan and Patrician.

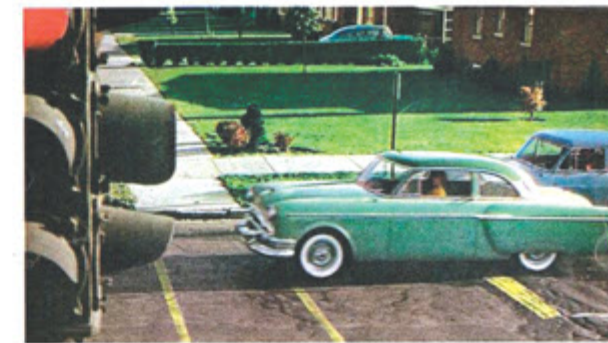
CARIBBEAN STANDARD EQUIPMENT—Ultramatic, Power Steering, Power Brakes, Windshield Washer, White Sidewall Tires, Hydraulic Windows, 4-Way Power Front Seat, Dual Heater and Defroster, 3-Way Radio and Electric Antenna.

### PACKARD ULTRAMATIC no-shift drive...

*The smoothest, finest automatic transmission of them all!*

With Ultramatic there are no surprise up-shifts, no gear steps of any kind. That makes for a smooth, even flow of power at all times.

Direct drive is another advantage Ultramatic enjoys over other automatic transmissions now on the market. No gas-wasting slippage at road speeds with Ultramatic. No fear of overheating on hills. That's why Ultramatic has achieved world fame as the finest no-shift drive of them all.



7. Flick to low! Flick to reverse! That's all there is to rocking your car in sand or snow. Low and reverse are side by side on the shifting quadrant.

8. Climb steep hills without a thought of overheating. Ultramatic's direct drive lets your engine run slower and cooler—means less heat, less engine wear.

9. Coming down on the other side of the hill, Ultramatic lets you use engine braking all the way—right down to 11 miles per hour. That's one more advantage of direct drive!

#### The Packard CLIPPER Specifications

ENGINE—L-head, eight cylinders in line. Specially treated aluminum alloy, steel strut pistons. Removable precision-type main and connecting rod bearings. 14 mm. spark plugs. Oil Capacity: 7 quarts. Super and DeLuxe Clipper: displacement 327 cubic inches. Compression ratio: 8.0 to 1. Brake horsepower: 165 at 3600 r.p.m. Crankshaft weight: 104 pounds; five main bearings. Bore and stroke: 3 $\frac{1}{2}$  x 4 $\frac{1}{4}$  inches. Clipper Special: displacement 288 cubic inches. Compression ratio: 7.7 to 1. Brake horsepower: 150 at 4000 r.p.m. Crankshaft weight: 96 pounds; five main bearings. Bore and stroke: 3 $\frac{1}{2}$  x 3 $\frac{3}{4}$  inches.

TRANSMISSION—Packard Ultramatic Drive is optional at extra cost. Standard transmission has synchronized, carburized, helically cut gears and nine ball and roller bearings. Overdrive available at extra cost.

DRIVE—Hatchkiss type through rear springs. Hypoid rear axle. Axle ratios are: Standard—3.9 to 1. Overdrive—4.1 to 1. Ultramatic Drive—3.54 to 1 on Clipper Special and 3.23 to 1 on Super and DeLuxe Clipper.

FUEL SYSTEM—Clipper Special, Super and DeLuxe: Dual downdraft carburetor, with two intake jets. Automatic choke, automatic heat control, silencer and flame arrester. Twenty-gallon gasoline tank. Automatic idling control.

ELECTRICAL SYSTEM—Large capacity 45-ampere, air-cooled generator with automatic control. Seventeen plate, 100-ampere hour battery. New positive-engagement starter drive on Clipper Super. New waterproof ignition wiring. Full automatic spark control. Sealed beam headlights.

STEERING—Conventional; Packard Gemmer worm and 3-tooth roller type gear. Over-all ratio: 27.3 to 1. Turning radius 21 $\frac{1}{2}$  feet. Power Steering, optional at extra cost; Hydraulic, direct-action type with rotor pump. Over-all ratio: 22 to 1. Turning radius 20 $\frac{1}{2}$  feet.

FRONT SUSPENSION—Packard independent front-wheel suspension, rubber cored support arm inner bushings on Clipper Super—threaded steel bushings on Clipper Special and DeLuxe. Roll Control Bar. Airplane-type, direct-acting, full-flex shock absorbers.

REAR SUSPENSION—2 $\frac{1}{2}$  inch wide semi-elliptic springs, 54 $\frac{1}{2}$  inches long. Full-length composition liners between leaves.

SHOCK ABSORBERS—Direct-acting airplane type.

BRAKES—Safeti-set hand brake. Packard Servo-Hydraulic, self-energizing type service brakes. Packard Power Brakes optional at extra cost.

WHEELS AND TIRES—With new Safety-Groove rims. Tire size: 15 x 7.60.

WHEELBASE—122 inches.

OVER-ALL LENGTH—215 $\frac{1}{2}$  inches from bumper to bumper.

STANDARD EQUIPMENT—Twin horns, two dual, universally hinged sun visors. Double, variable-speed vacuum windshield wipers. Horn ring. Bumper guards front and rear. Bumper jack and tools. Turn indicators\*, foam cushion front seat\* and clock\*. Glove box light standard in Super—also available in Special and DeLuxe at slight extra cost. Chrome wheel discs standard on Super.

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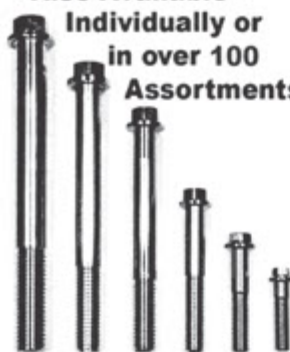
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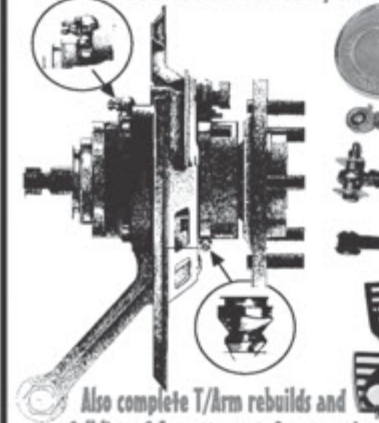
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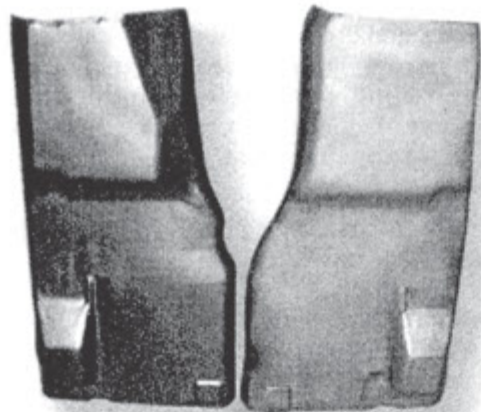




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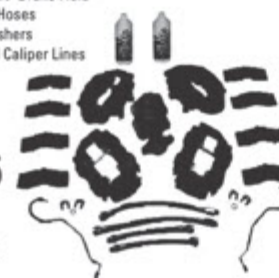
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