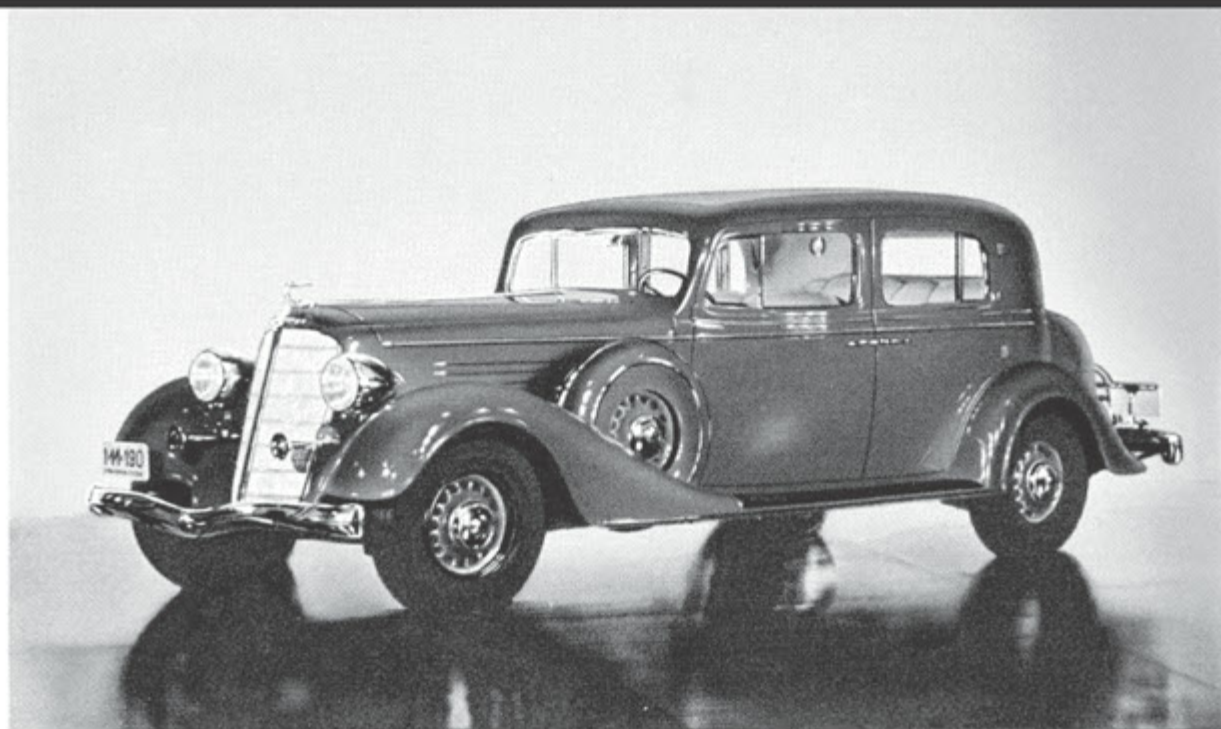




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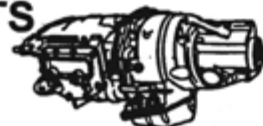
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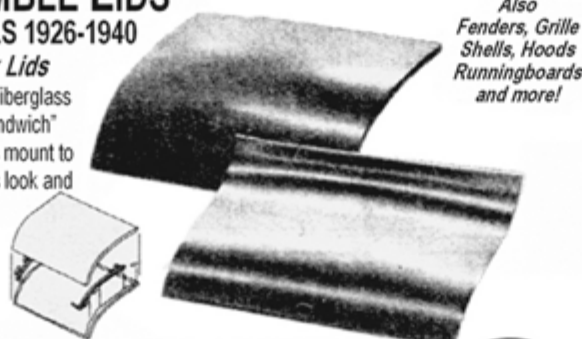
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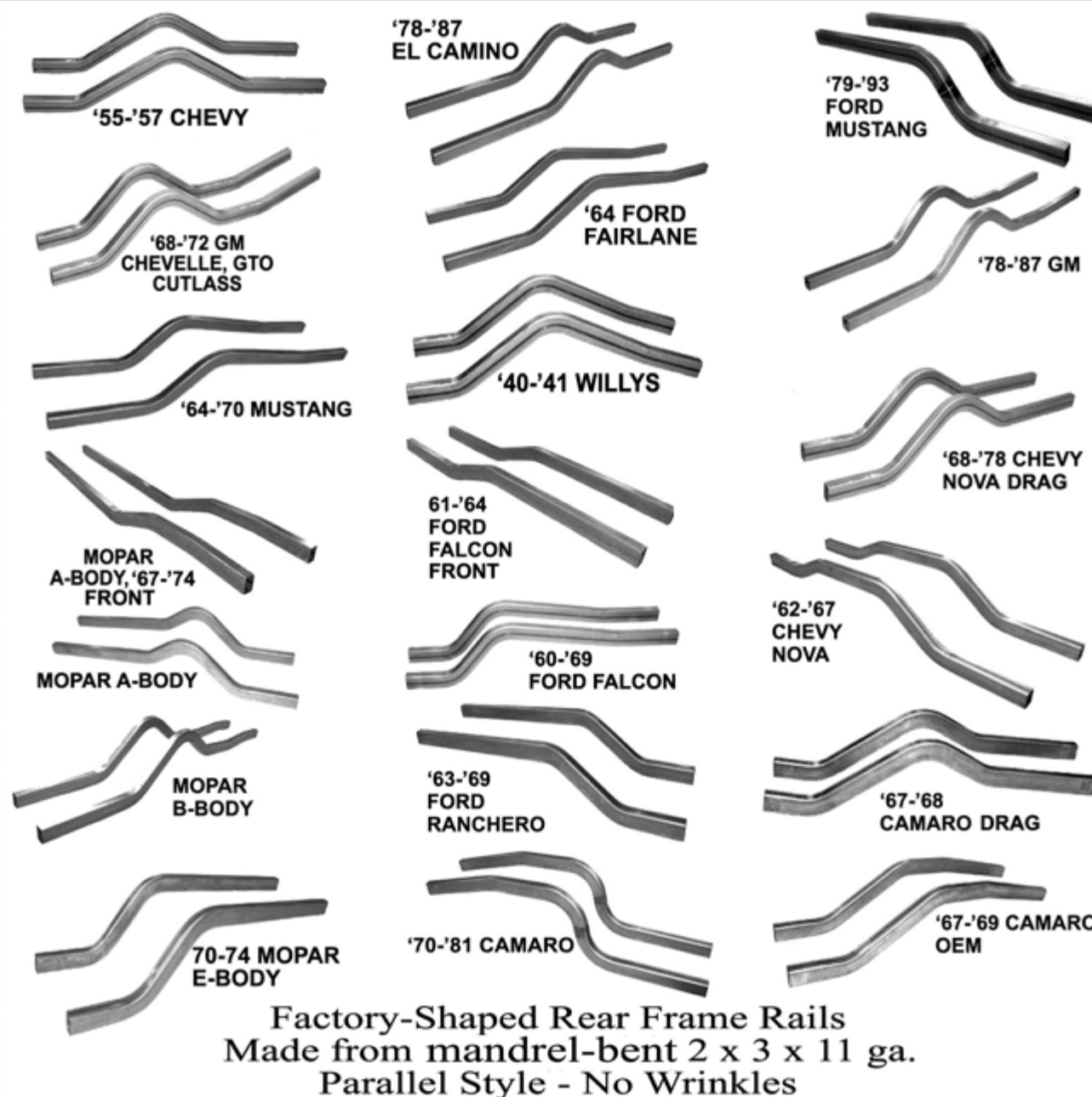
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# PACKARD *Clipper* CAB



## 1. PASSENGERS SEE ALL THE LUXURY OF A PRIVATELY OWNED PACKARD!

It's tops in bookings, thanks to its eye-catching Clipper styling, its full sedan roominess and limousine privacy.

As you see in these photos, the interior is smartly upholstered in genuine leather. Front seatback and upper and lower door panels are trimmed with scuff-proof, easy-to-clean plastic.

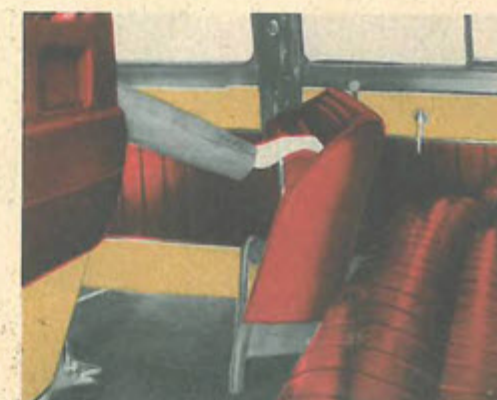
And there's something else that attracts immediate attention—a brand-new seat idea.\*



Left: It's a rigid two-passenger seat—wider than a bus seat. It provides generous knee room for rear seat riders.

Right: Two passengers step into it through the right front door, or it can be swung back for left-side loading.

\*For cities where a partition is not required by law, a Clipper Cab with conventional sedan seating is available. See center page.





*Arm Chair Comfort* is here with luxury cushion, and natural-support seatback. Steering and shifting are feather light. Front seat latch is at your side. To make change, you simply slide back the clear plastic panel. Windshield wipers are two-speed electric.



Convenient reading light is at your shoulder. Radio and underseat heater are popular extras. Note, too, the special footrail for front seat passengers, and the safety pad on instrument board.



*Side-Guard Bumpers* and high bumper guards cut down on bumper hooking, and protect fenders better. Clipper styling is unmistakably Packard.



*Here's Abundant Room*, over an easier-to-handle 120" wheelbase. Crash pads, on the instrument board and the front seatback, are new safety features.



*Gas Tank Signal* speeds filling, ends spillage. When its whistle stops, tank is filled to proper level with allowance for gas expansion.



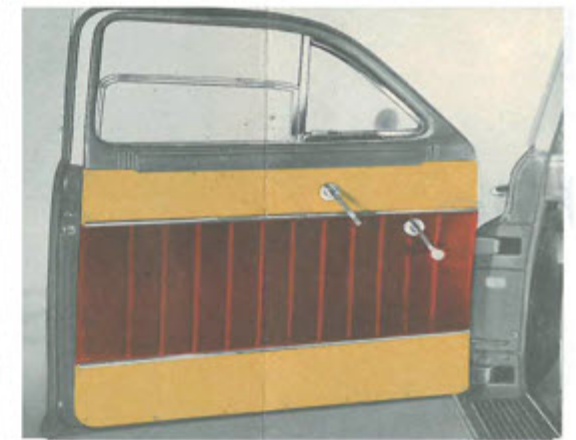
*Power-Operated Back Window*, for cleaner, better ventilation, has control button on dash. Window can be opened to any position. Red signal light on dash warns driver if any passenger doors are open.



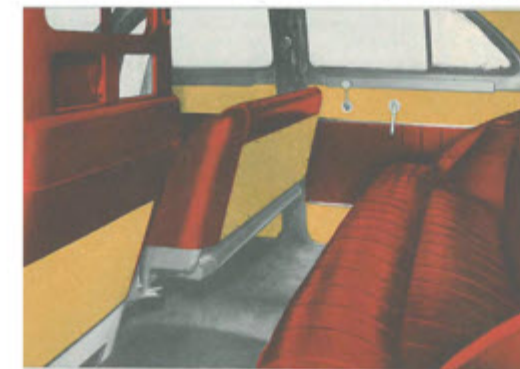
**PACKARD**  
*Clipper*  
**CAB**



*More and Better Bookings* are a proved, long-familiar experience with operators of Packard cabs. Distinctive Clipper styling now heightens Packard taxi appeal. No question about its ability to get business now. No question about its high re-sale value later.



*Upkeep Cutters*—these are typical: Windows have metal frames; door latch is special for heavy-duty cab work; door check is husky—but if broken can be replaced in about 10 minutes, without welding. Doors have no-slam rotary latches.



*Beauty That Stands Up*—it's a real taxi interior. Upholstery is genuine leather, over cushions built for long service. Plastic trim on doors and front seatback is scuff-proof, easy to keep clean. Every detail of design contributes to more paid mileage, lower upkeep cost.

## LESS TIME IN THE SHOP - Because It's Taxi-Engineered!

### HEAVY DUTY BRAKES

Rear brakes are same as used on the big Packard Super Clipper (12 x 2). Really s-t-r-e-t-c-h the time between relining jobs.

### NEW OIL-SAVER RINGS

Revolutionary new non-clogging oil control rings mean better drain-back of oil in cylinders, better lubrication with lower oil consumption.

### THRIFTY "6" POWER

A big, 105-HP Packard Six with new long-life, upkeep-cutting features. Brings you special taxi engineering in a precision-built power plant. See back cover for condensed specifications.

### HEAVY DUTY GENERATOR

Extra-capacity generator and voltage regulator keep battery up, even at slow speeds.

### 6-PLY TIRES

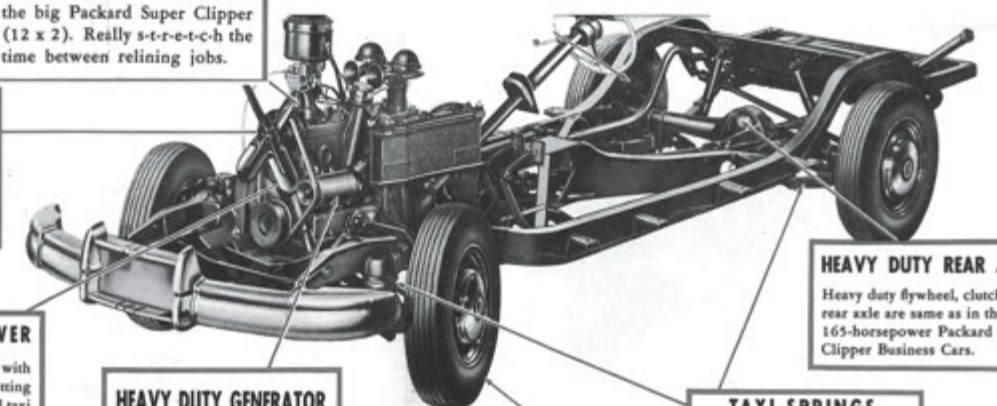
Vital to thrifty cab operation, so we make them standard equipment. Heavy duty. Size 7.00 x 15.

### TAXI SPRINGS

Taxi engineering includes springs with the proper frequency for this special-purpose work, thus adding to Packard's unrivaled comfort.

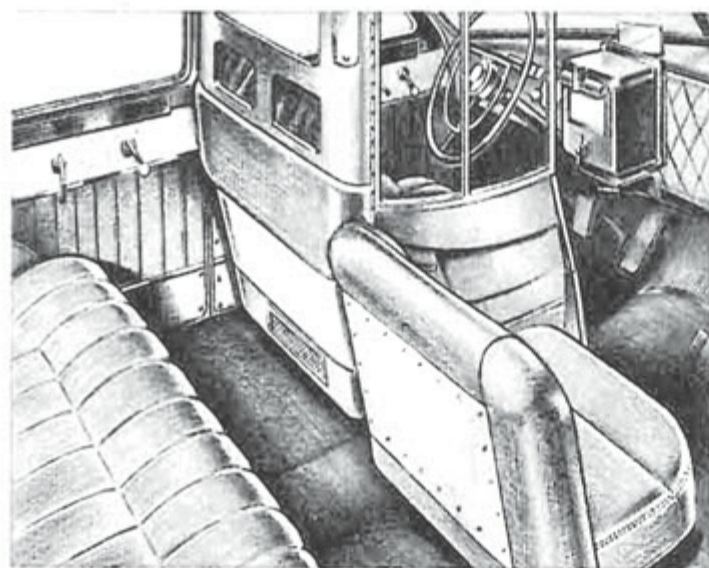
### HEAVY DUTY REAR AXLE

Heavy duty flywheel, clutch, and rear axle are same as in the big, 165-horsepower Packard Super Clipper Business Cars.



# *Your choice of two new types*

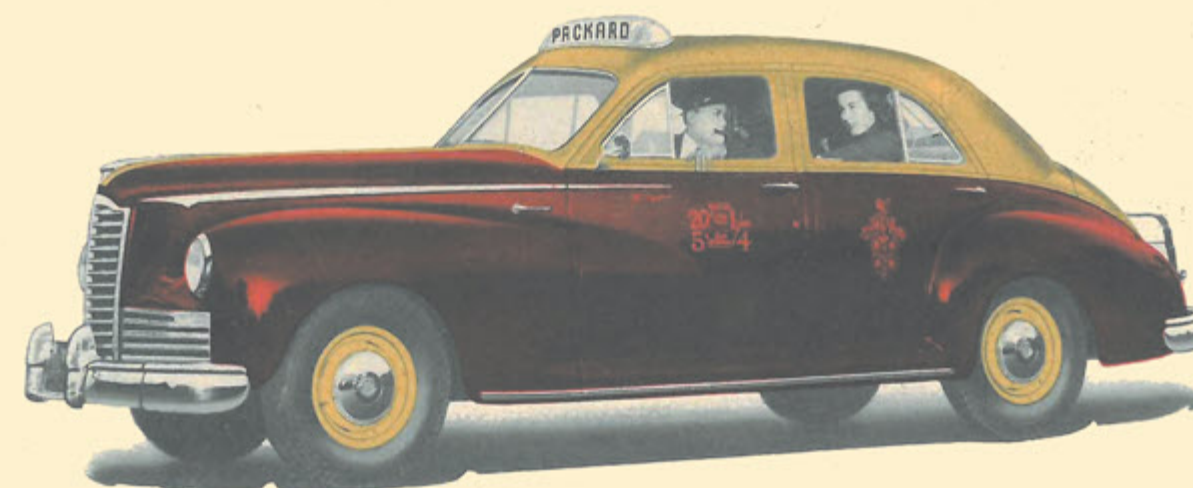
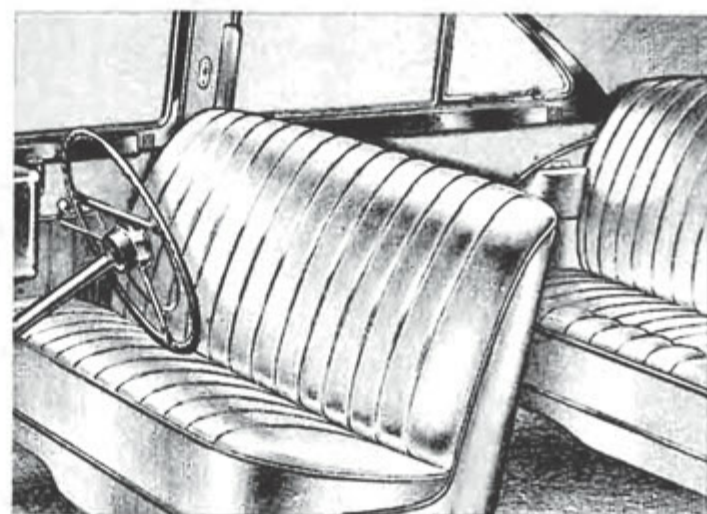
## THE PARTITION-TYPE CLIPPER CAB



This type body separates driver from passengers, and conforms with most large-city ordinances. It is the ultimate in taxi beauty. But the Clipper Cab is also available with conventional sedan seating, as shown at the right.

## A CLIPPER CAB WITH CONVENTIONAL SEDAN SEATING

Same genuine leather trim and plastic panels, same taxi-engineering — but in this type body the partition and separate front seats are replaced by a conventional sedan front seat. Its price is lower than the partition-type cab.



## *Condensed Specifications*

**Engine:** L-Head, 6 cylinders, 105 B.H.P. @ 3600 RPM. Removable precision type main and connecting rod bearings.

**Engine Lubrication:** Full pressure lubrication to all main, connecting rod, camshaft and piston pin bearings, also to valve tappets.

**Fuel System:** Single tube down-draft carburetor, automatic choke, automatic heat control, idling control, pump with filter.

**Clutch:** Special semi-centrifugal single dry plate type 11 inch diameter. Ball throw-out bearing, permanently lubricated.

**Transmission:** Synchronized, carburized, helically cut gears, 9 ball and roller bearings.

**Frame:** X-member type frame, box section side rails.

**Brakes:** Packard Servo-Hydraulic, oversize self-energizing type service brakes. Mechanical handbrake operating rear wheel brake shoes.

**Steering System:** Worm and three tooth roller type gear, mounted on double row needle bearings and two tapered roller bearings, 21 ft. turning radius.

**Wheelbase:** 120 inches.

**Bodies:** All steel body, safety glass throughout. Genuine leather upholstery, partition or sedan type seating.

**Standard Equipment:** Twin horns, driver's sun visor, double two-speed electric windshield wipers, door rear-view mirror, special outside bonnet lock, power operated rear window, rear compartment reading light, two combination stop and tail lights, new side-guard bumpers and guards front and rear.

**PACKARD** *Clipper* **CAB**  
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# DRIVING OLD CARS



## TUNING UP A '51 CHEVY 216

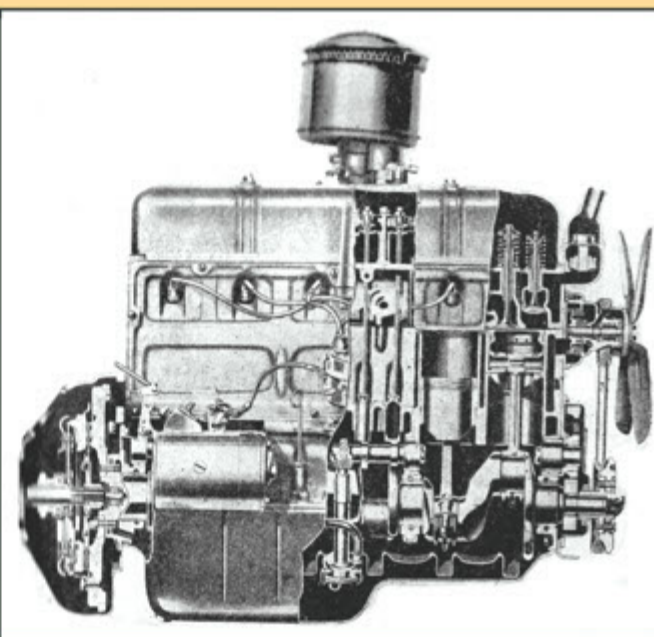
...or "The OEM vs AFTERMARKET  
PARTS CHALLENGE."

by *Ben Johnson* Publisher

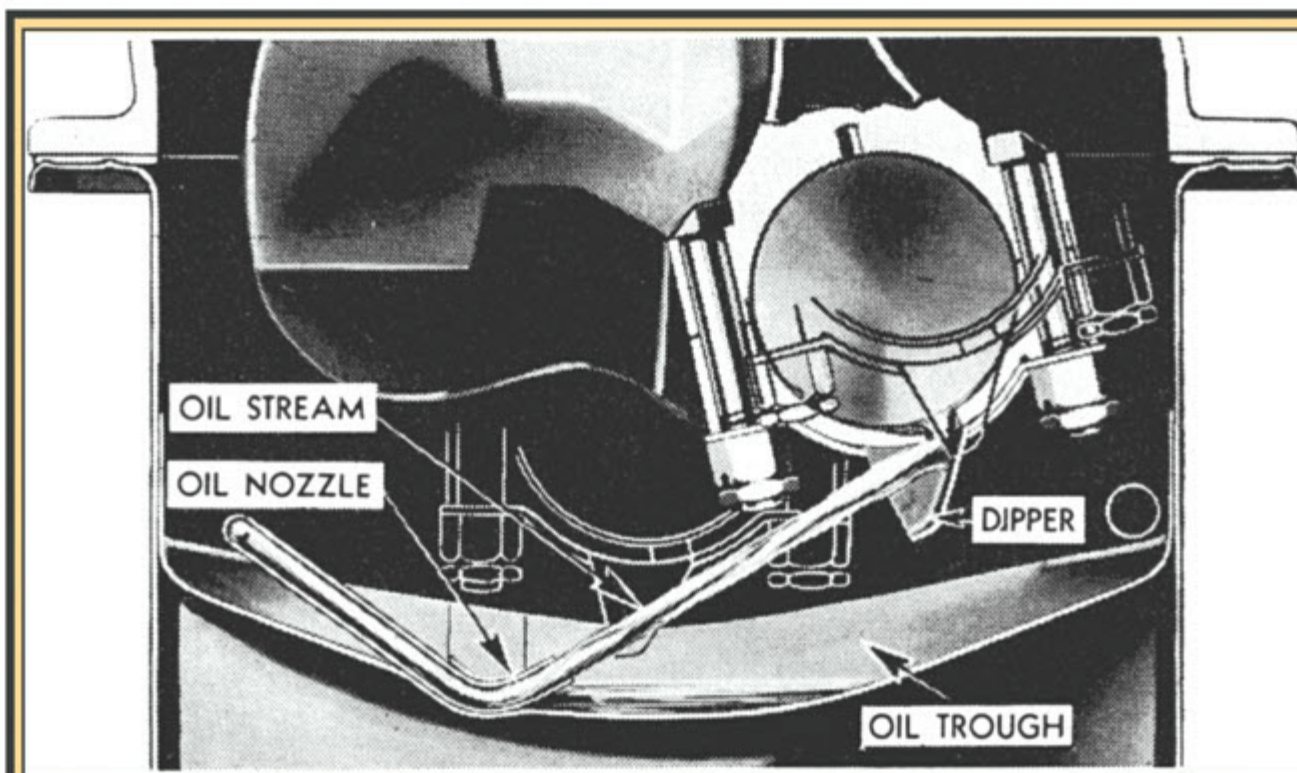
**M**y '51 Chevy had been on the lift too long! Over a year, while we did a complete brake job—everything, (See [www.southernwheels.com](http://www.southernwheels.com) and visit the Archives section) and with the car up, we cleaned everything, painted, undercoated the bottom side, replaced the dented differential cover and put in new Lucas 85-90 weight gear lube (NOT silicone), and new front stabilizers. What remained was to have the front seat recovered in original fabric (the back seat is near-perfect), finish buffing the nitro (again), put on a new muffler and tune it up.

This issue will be on the tune-up.

**ABOUT THE CAR:** The 1951 Chevrolets were available with two straight six engines: The 216.5 CID for the manual cars and the 235.5 CID for the automatics. My car has the 216. Both were good engines. We will cover the car's Dipper Splasher oiler system. In this system, the camshaft and crankshaft have four bearings each with the oil pump being driven by the camshaft, supplying oil under constant pressure via a spring-loaded bypass valve providing oil to the main bearings and camshaft bearings. The connecting rod bearings are lubricated at all speeds by "Dippers," one on the end of each rod bearing cap. As the crank turns, they dip into oil filled troughs in the oil pan scooping up oil out of the trough. This occurs during start-up



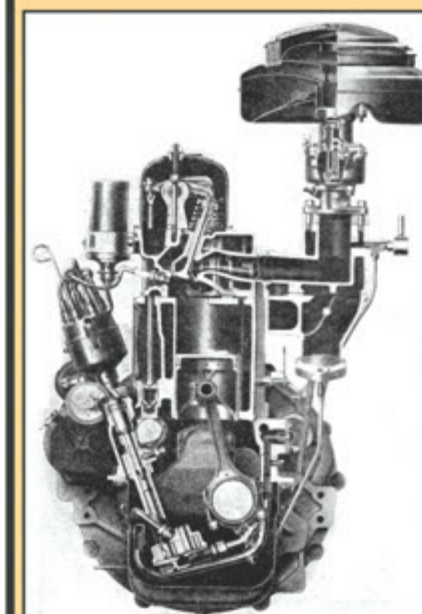
CHEVROLET 216 ENGINE



LOCATION OF TROUGHS AND NOZZLES ON "DIPPER" LUBRICATION SYSTEM

and at low RPM's. At high RPM's, where the oil would be batted out of the troughs, lubrication is maintained by oil nozzles which squirt oil into the bearings under pressure. Cylinder walls and pistons are lubricated by the oil spray thrown off from the connecting rods. The valve mechanism is lubricated by oil pumped through the hollow rocker arm shafts.

These engines are tough low speed engines. If you drive 60 mph or under, they seem to last forever. My dad bought a new '52 Styleline (Notch-back), drove it daily and made many 600+ mile trips with us playing the AM radio listening to as much early "Rock" as he could take, and despite the rock 'n roll, the car still looked and ran good when he sold it eight years later.



CHEVROLET 235 ENGINE

**TUNE-UP:** Even though the '51 had been on the lift for a while, it had been started regularly, had a battery maintainer and had the gas changed every 6 months, so when the brakes were finished, it was no surprise that it started quickly with no missing when we took it out for a test drive. The surprise was after I did some cleaning under the hood. It didn't start! I re-traced my steps and discovered a frayed wire on the starter solenoid going to the (+)

**CONTINUED**

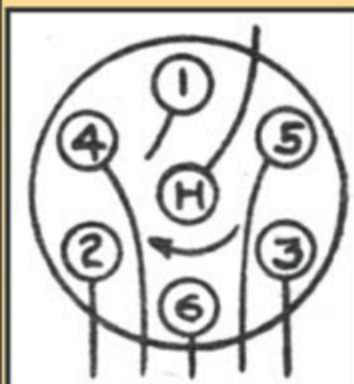


BATTERY CABLE SLEEVED

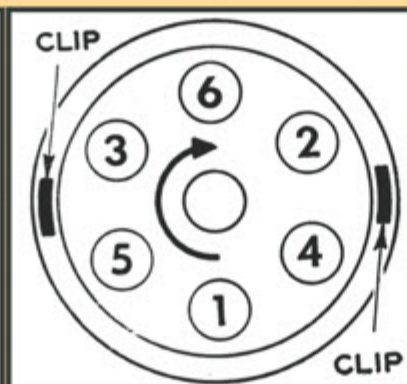
by the roll. It is available in black with a woven finish and looks great and reduces the heat at the cable.

To begin the tune-up, I removed the distributor cap, seeing the points looked "whitish" as if they had overheated, a condition usually caused by a bad condenser or coil. Continuing, I removed the wires, spark plugs, coil, rotor, condenser and points and made another new wire for the coil (-) side to the distributor. The '51 Chevy's are negative ground 6 volt systems. The wire from the coil to distributor depends on the "ground" of the system (negative ground, negative side of coil to distributor; positive ground, positive side of coil to distributor).

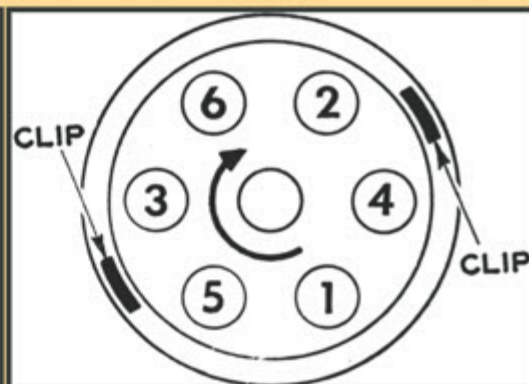
When ordering parts, I ordered "new" cap, rotor, coil, points, condenser, and GM plug wires (stranded wire OEM black lacquered wire type). I have a stock of new, non-resistor spark plugs. Here I used the "short" 5/16" length throw (threads) Auto Lite 295. They cross over from the AC 44 or 45 (non-resistor) plugs that were originally used. I always take photos before taking anything apart, and I did on this, but I wanted to find Top Dead Center and #1 plug without looking at my pics.



FROM "AEA" MANUAL



FROM MOTORS MANUAL



THE MOTORS MANUAL SHOWS "CLIPS" TURNED TO MATCH ACTUAL CLIPS ON CAR'S DISTRIBUTOR (7 & 2 O'CLOCK) THEN YOU HAVE #1 AT 5 O'CLOCK

side of the coil. It was shorting out. I replaced the wire and soldered and heat-shrunk the terminals on each end, then checked and cleaned the other wires on the solenoid and removed and re-sleeved the (+) battery cable. I was going to replace it, but none of the strands were broken and it had "GM" stamped into the copper lug at the starter. I buy my high heat sleeve

Most manuals show #1 plug at 12 o'clock. I found one that had #1 at 6 o'clock. Turns out that the illustrations are just to show firing order and sequence. I'm not sure why they didn't show the cap turned to the #1 @ 5 o'clock position, but once you've found TDC, the rotor will point to 5 o'clock. Using a remote starter switch (you old school guys will know what this is: Just a button that activates the starter solenoid, NOT a remote that you point at your computer car from inside the house to start and warm up the car), I turned the engine over until #1 cylinder was UP on its compression stroke. Number One plug is the plug at the front of the engine, then #2-6 in sequence going back toward the firewall.

There are several ways to find Top Dead Center (see SW Archives). I found it using my whistler that screws into the 14mm plug hole and whistles as the piston comes up pushing air out of the cylinder. That set the rotor to point at the 5 o'clock position on the car. I then checked this with my photos. It was correct! The firing order is: 1-5-3-6-2-4 (clockwise rotation).

I removed everything from the distributor, but left it in the car. Then I cleaned up the distributor plate. I bought two sets of points; an OEM Delco set #1855720 and a new replacement set, same number. When I compared them, the aftermarket set's "arm" had the hold for the insulated terminal connection out too far on the arm. I installed the OEM set—perfect fit, I cranked the engine around so that the distributor shaft was on the "high" lobe of the cam. This is where I loosened the screw and set the points. New points are .022; old points are .018 (the new ones will wear down to .018 over time (.018 is the ideal setting), later re-checking is a good idea). Then I put just a bit of distributor shaft lube on the shaft—not on the points'



AFTERMARKET POINTS "ARM" THAT GOES TO THE INSULATED TERMINAL WAS TOO LONG!

contacts. This helps to prevent wear as the shaft rotates. I used new lock down screws on the points and condenser. As I put in the condenser (#192811) I saw that the aftermarket condenser hold down bracket was too long and had to be filed down so that it wouldn't hit the distributor housing (always save old parts!), then put on the rotor and cranked the engine around. Everything looked good. now for my NOS, never-out-of-the-Delco Remy-box distributor cap. What could possibly go wrong? It didn't FIT! It was the correct

CONTINUED



FRESH DELCO-REMY OEM DISTRIBUTOR CAP WITH NON-FITTING INNER RING



FRESH DELCO-REMY OEM CONTACT POINTS

one that groups the front three plug wires and one for the rear ones. The new coil is a stock 6-volt and the 6-volts don't use ballast resistors as do the 12-volts, so you don't have to worry about getting an internal or external resistor coil. The Auto Lite #295 14mm plugs are available at speed shops.

#824735. The cap is hard plastic with an inner ring that fits inside of the distributor housing. The problem was that the inner ring was just a fraction too big, so that it didn't lock into the housing and was very hard to clamp the clips. I set down with a Dremel and burr, and slowly went around and around, cutting some off of the outer diameter of the ring, blew off the dust, put it on, pushed it into the distributor housing, and that nice "pop" was heard. The clips

snapped right on so easily. The spark plug wires were the stranded 7mm type and were pre-cut. They just needed the distributor end boots put on. They went on tight, but I used a little dishwashing liquid on the lacquered wire covering and they pushed on, then put on the wire ends/distributor cap contacts. I like these wires—they have "GM" stamped in the spark plug ends and they are available from Chevy suppliers. I also used the big O-rings,



INSIDE OF THE DISTRIBUTOR SHOWING POINTS, ETC.



NEW PLUGS, CAP, AND LACQUERED SPARK PLUG WIRES

I also use them on my '51 Packard. The gap is .035 with a "round" wire gauge. I put just a touch of anti-seize on the plug thread away from the electrode to make it easier when they need to be removed later. The plugs torque to 20-25 ft/lbs. Before I started the car, I removed the cap and cranked the engine over and saw that I had fire at the points, and checked to see if the glass bowl AC fuel filter was full, then put the cap back on, turned the key straight up, pushed

the button and the car started immediately.

It's great when things work out. With old cars, "patience is key." Now we are going to put on a muffler, clean up the original interior and when the front seat comes back early September, install it and enjoy some North Georgia Fall driving. I will publish some exterior and interior pictures in a future issue. Keep 'em driving! 🚗

*NOTE After this article while driving, the car stopped running! It would not start. It turned out to be the condenser I bought from a Chevy parts supplier. It was not USA. I recommend you get USA condensers from Napa or a truck supply store.*



# OLD CAR MATCH GAME

(Answers on Page One)

**A**

- ☐ 1. CENTURY
- ☐ 2. ULTRAMATIC
- ☐ 3. AIR FLOW
- ☐ 4. V-12 ENG. K-CARS
- ☐ 5. ROADMASTER
- ☐ 6. L-29
- ☐ 7. LIMITED
- ☐ 8. IMPERIAL
- ☐ 9. BEVERLY SEDAN
- ☐ 10. MODEL "J" ST.8 420 C
- ☐ 11. LAFAYETTE
- ☐ 12. TWIN SIX
- ☐ 13. 120
- ☐ 14. SILVER ARROW
- ☐ 15. CHIEFTAIN
- ☐ 16. FLYING CLOUD
- ☐ 17. COMMANDER "8"
- ☐ 18. TERRAPLANE

**B**

- A-CHEVROLET
- B-PONTIAC
- C-CADILLAC
- D-BUICK
- E-MERCURY
- F-FORD
- G-LINCOLN
- H-GM
- I-PACKARD
- J-NASH
- K-HUDSON
- L-CORD
- M-DUESENBERG
- N-REO
- O-STUDEBAKER
- P-CHRYSLER
- Q-DE SOTO
- R-PIERCE ARROW



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1967 Cadillac de Ville convertible, Ext Venetian blue, white int, p/ 6 way, 340 hp v8, turbo hydra- Matic, p/steering, auto climate control, cruise control, door locks, Am/FM radio, leather perforated for Extra comfort **\$29,500**



1957 tbird, blk ext, wht int, 312 eng, auto, p/steer, skirts, AM/FM radio. **\$31,500**



1956 Resto-mod tbird, tbird grn ext, grn & wte int, tan stop, wte porthol htop, p/steering, disc brk, auto, 312 eng w/FI, elec ignition, TC radio, vw radial tires on wire wheels. low #1 high #2 car. **\$68,500**



1955 Tbird white Ext, blk & white Int, Auto, P/steering. Needs Resto **\$9,500**



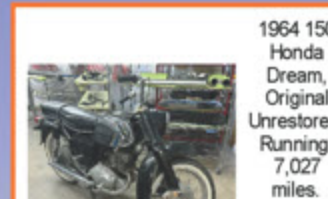
1968 Honda 250 Dream. Original Condition 6,469 miles **\$5,500**



1957 tbird. brnz ext, brnz int, wht htop, 312eng, auto, p/steer, p/brk, skirts, TC radio. Good driver. **\$29,500**



1972 Bronco Wind Blue ext, blk int, diamon plate dr & qtr prls, 302 V8, auto, Full BodyOff by Hills **\$115,000**



1964 150 Honda Dream, Original Unrestored. Running. 7,027 miles. Great Condition **\$3,500**



64 427 Engine 3x2, Aluminum headed 427, 1964 C4AE 6015-A cross bolt block, Edelbrock 6008 heads, Alum 3x2 in take mani, OEM fluid damper, harmonic balancer, Edelbrock water pump, Alum cobra oil pan. **\$12,500**

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