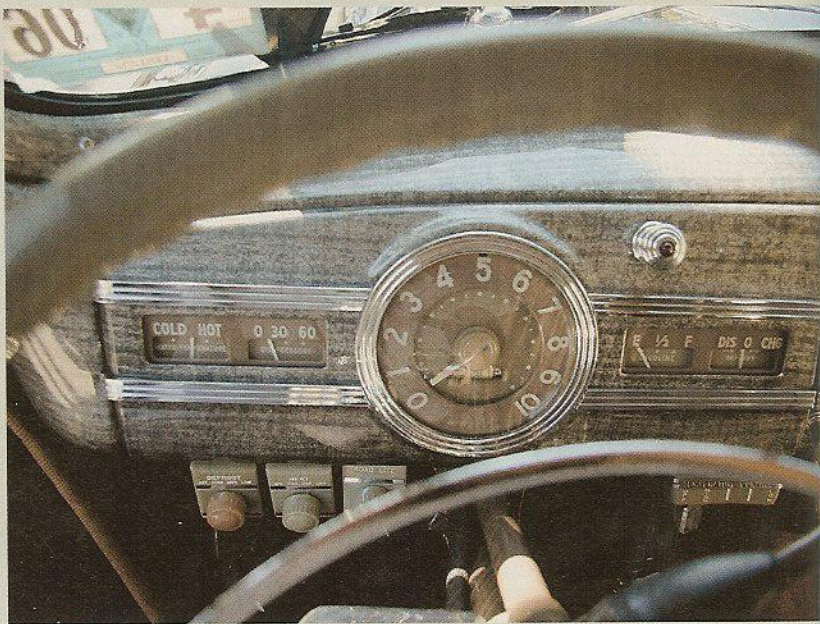




Correct English wool broadcloth interior is opulent, commodious and comfortable



Wood-grained dash was masterfully restored in the original aspen motif. Complete ensemble of large analog gauges is easy to read at a glance

*“As one would expect of a well-maintained Packard, the engine came to life instantly and settled into vibration-free silence”*

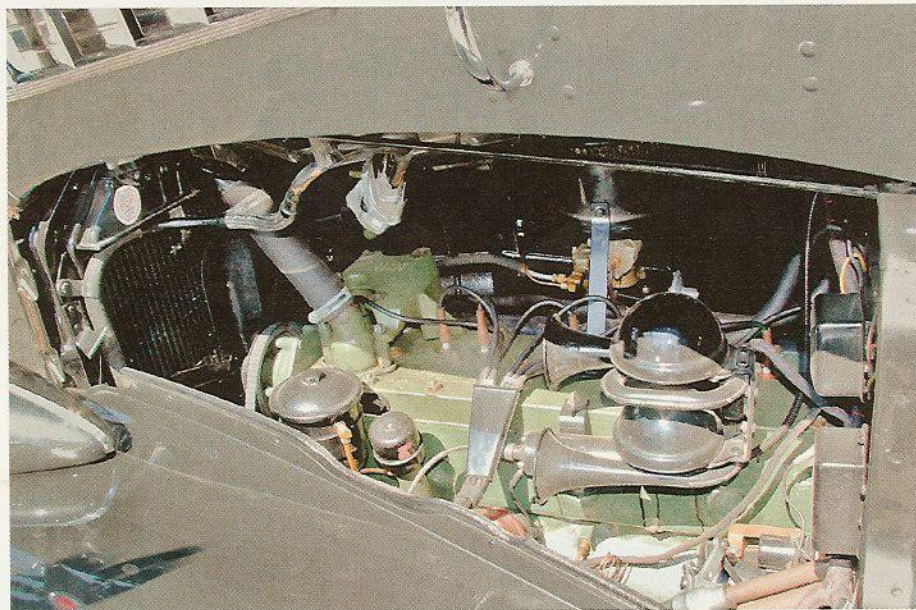
Packard as the country began to emerge from the long economic night. By 1940, Packard had dropped its big V-12 engine and replaced it with the new 356-cu.in. Super Eight in the Senior, 160 and 180 models, and all Packards were built on the assembly line, so profits were high.

When Robert called me with word of Ed's Packard, it happened to be in California for a tour and show, and was being serviced at Robert's facility, Custom Auto Service in Santa Ana. I was eager to do a

driveReport on it, but I knew time was the essence. In fact, I needed to do it and there, because the car and its owner were headed home to West Virginia the next day, so I dropped my wrench and drove to Robert's shop. We all exchanged pleasantries and then took the car to a quiet area on the edge of town where it could put it through its paces.

As one would expect of a well-maintained Packard, the engine came to life instantly and settled into vibration-free silence. Headroom and legroom were abundant in the front seat, and a bit more lavish in the rear. The large speedometer with a needle that looked like a medieval broadsword is flanked by a full complement of easy-to-read gauges. There is even a large, working clock in the glove compartment door.

The clutch pedal is big and easy to use. The three-speed column shift is sure and smooth. I pull the car into low, give it a little throttle, and it oozes away like hot syrup on pavement. Going down the drive and into the city is seamless, with no bumps or vibrations. Acceleration from the 282-cu.in. straight-eight coupled to its Borg-Warner electric overdrive—Packard called it Econo-Drive—is adequate, though Ed's uncle had wanted more speed. He could have opted for a more ostentatious 160 or 180 model. Those came equipped with Packard's 356-cu.in. Super Eight, which made the senior Packards the best production cars available in 1940.



Packard's 282-cu.in. straight eight is velvety smooth and bulletproof. A 245-cu.in. straight six was offered in the 110, and a 356-cu.in. straight eight came in the 160 and 180 models