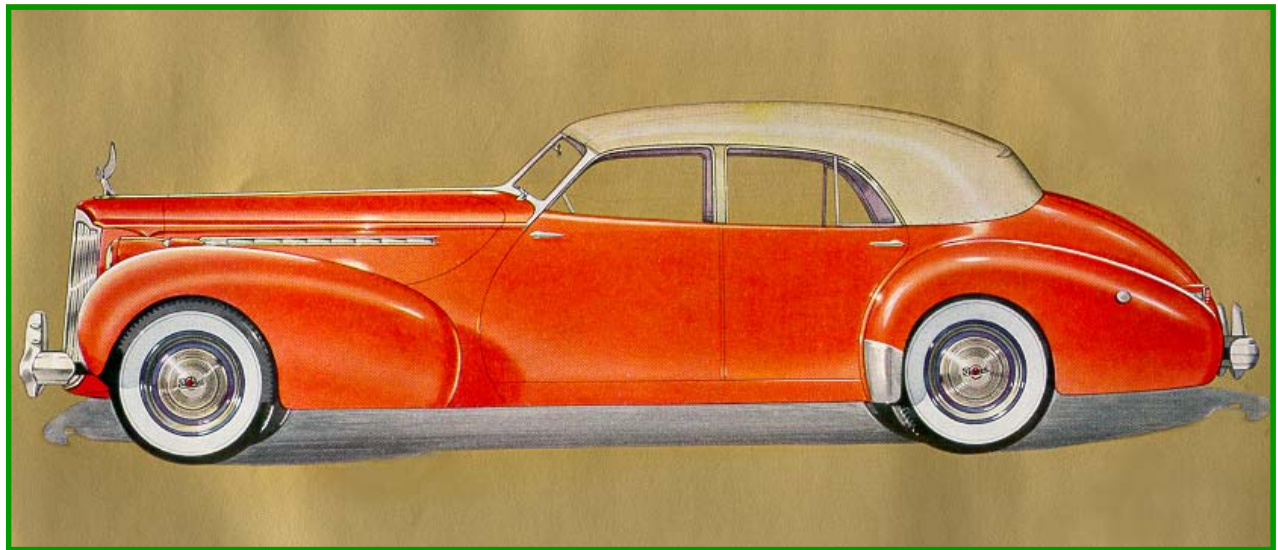


Packard



100th
Anniversary



This issue features Packard, which was first built in 1899. Upper Left: What is believed to be the oldest Packard in existence, a 1900 Model B (nc) housed at the National Automotive Museum (The Harrah Collection) in Reno, NV. Center: 1940 Packard Sport Convertible Sedan by Darrin Series 180. Lower Right: 1958 Packard Hawk (nc), the last Packard, produced after the merger with Studebaker.

*From the Arizona Classic
Roadrunner, October, 1999.*



Packard Produced Many Great Classics From 1925 Through 1947 and Some Non-Classics From 1935 Until the Last Year of the Make in 1958

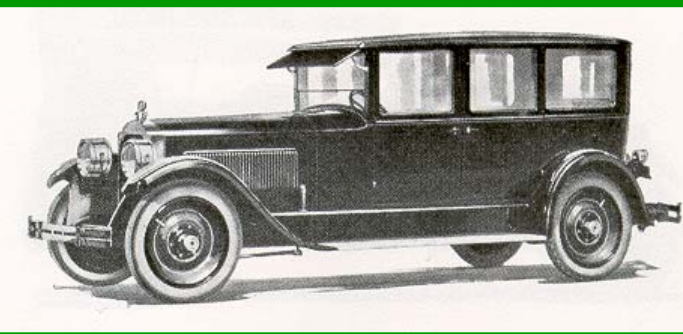
Editor's Note: In an earlier 1999 edition of the Roadrunner we began a series on telling a Full Classic® from a non classic of the same make and covered Auburn, Blackhawk, Brewster and Buick. We are breaking the alphabetic pattern by skipping to Packard for this edition. We'll go back to "C" cars in a later issue.

By the beginning of the Classic period, 1925, Packard was well established among the more affluent members of society. It wasn't until some years later that Packard started referring to models based on the year, the designation they used for years were in "Series." Thus by 1925 Packard was producing the Second and Third Series, the 236, 243, 326, and 333. There was basically no difference in the 1925 and 1926 cars. See the photos at right.

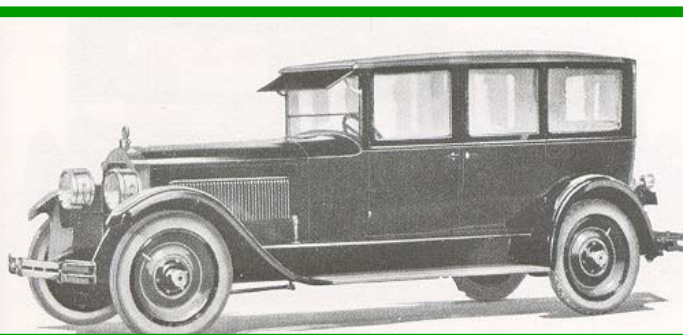
All Packards from 1925 (second series) through 1934 (eleventh series) are considered Full Classics™.

Starting in 1935 when the country was still in the Great Depression, Packard began producing cheaper, lighter, less powerful and less luxurious alternatives to their senior cars. In 1935 it was the Packard 120-A, a non-classic. The 12th Series 1935 Standard 8, Super 8 and 12 Packards are Full Classics™.

There was no 13th Series for Packard—probably

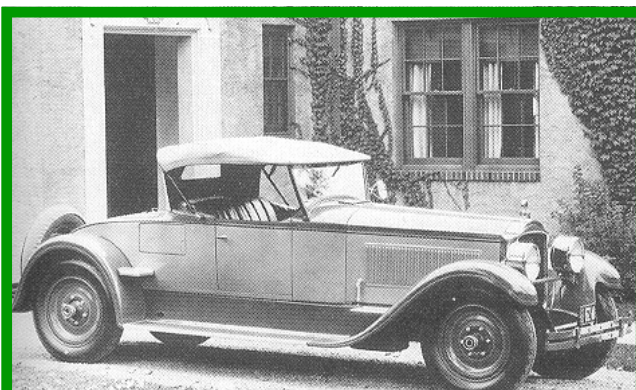


1925 Packard Eight 5 passenger sedan
136" wheelbase, priced at \$4,650

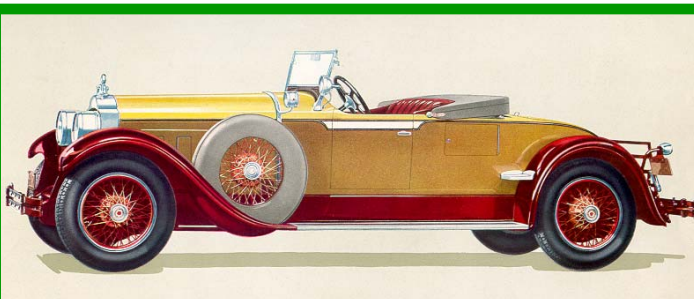


1926 Packard Eight 5 passenger sedan 136"
wheelbase, priced at \$5,000

the old superstition—so the 1936 cars were 14th Series. The 120-B is a non-classic and the other 1936's were all Full Classics™. For 1937, one of the higher production years for Packard during the depression, Packard Full Classics™ were 15th Series
(continued on next page)



1927 Packard Eight 336 Runabout 136"
wheelbase, \$3,850



1928 Packard Eight 443 Runabout
2/4 passenger 143" wheelbase, \$3,975

Super 8 and 12 models, as the "Standard 8" designation went by the wayside. Non-classic Packards were now called the 115-C, the 120C, 120CD and the 138CD. They were all 15th Series.

Names continued to change, however, the Super 8 and 12, continued to be Full Classics[™]; most others are not. The non-classics for 1938 were the 1600 (6 cylinders) and the 1601, 1601D and 1602 (8 cylinders). The 120 name was not used.

For 1939 the Super 8 and 12 were still Full Classics[™]. The non-classics were the Six (1700) and the revived 120 (1701 and 1702) eights.

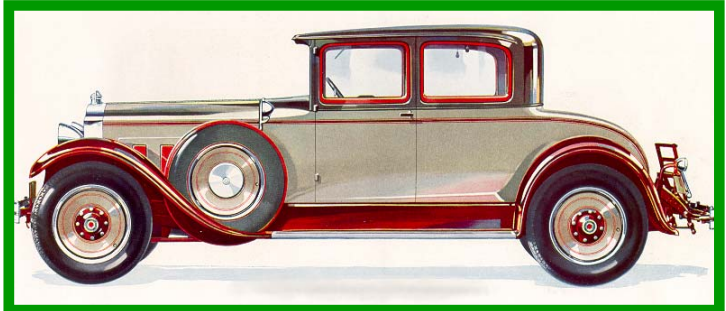
(After 1934 one has to watch each year's designation among Packards, because they kept changing.)

Then in 1940 with the 12 no longer being produced, the only Full Classic[™] is the Super 8. Non-classics are the 110 Series 1800 and the 120 Series 1801.

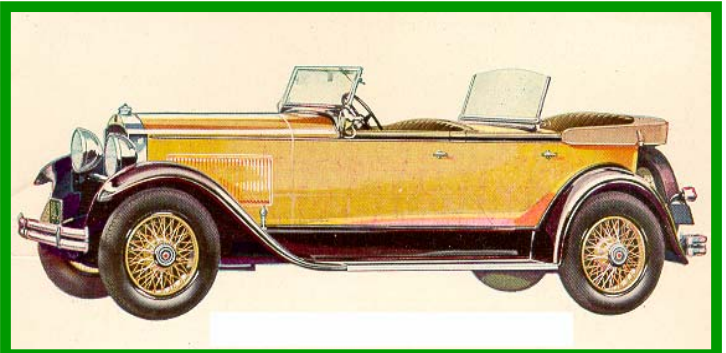
The next year was only slightly more complicated as all Super 8's were Full Classics[™] and other Packards were not: 110 Series 110, 120 Series 1901 and the Clipper Series 1951.

For 1942 Super 8's were Full Classics[™]; the others, Series 2000, 2010, 2020, 2030, 2001, 2011, and 2021 were not.

The postwar Packard Full Classics[™] for 1946 and 1947 were the Super Clipper 8, Custom Super Clipper and Extended Wheelbase. Non classics were the Clipper 6, the Standard Clipper 8 and the DeLuxe Clipper 8, Series 2100, 2101 and 2111.



1929 Packard Eight 640 4 Passenger Coupé 140½"
Wheelbase, \$3,750

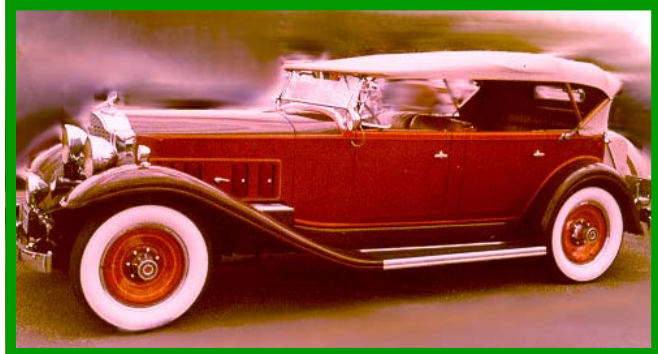


1930 Packard Eight 733 Sport Phaeton Dual Cowl, 4
passenger, 134½" wheelbase \$2,725

More Examples of Full Classic[®] Packards From 1931 to 1938



1931 Packard 840 Convertible Coupé for 2/4 passengers (with rs) 140½" wb \$3,595



1932 Packard 902 Standard 8 four passenger Phaeton 136½" wb \$2,650



1933 Packard 1002 Standard 8 Club Sedan for 5 passengers 136" wheelbase \$2,390



1934 Packard 1102 Convertible Victoria for 5 passengers 136¼" wheelbase \$2,980



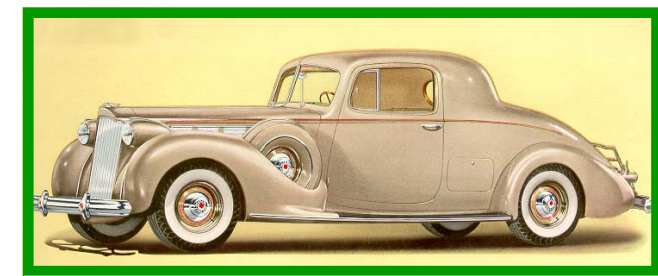
1935 Packard 12 cylinder 4 passenger Sport Phaeton Dual Cowl 139" wheelbase \$4,490



1936 Packard Super 8 7 passenger sedan 144" wheelbase, \$3,390



1937 Packard 12 LeBaron All Weather Town Car 5/7 passengers, 144" wb, \$5,900



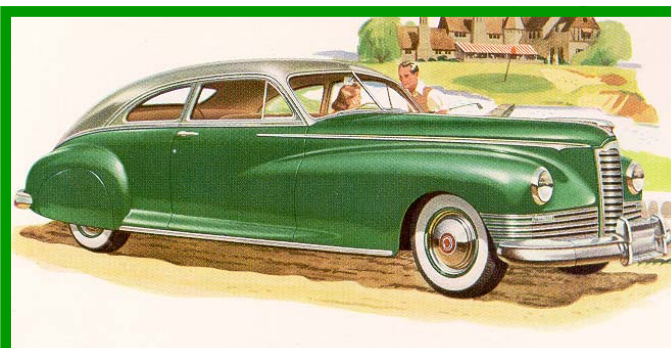
1938 Packard Super 8 Coupé for 2/4 passengers (rumble seat), 134" wb \$2,925



1939 Packard Super 8 Convertible Coupé 4 passengers (jump seats) 127" wb, \$1,875



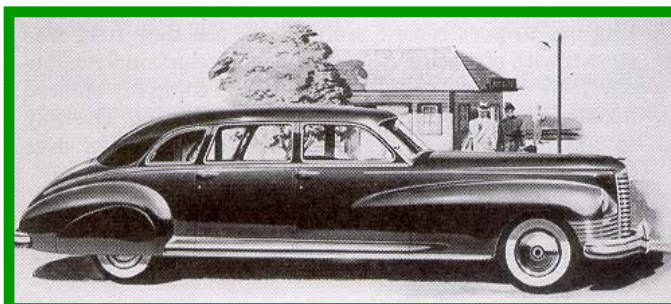
1940 Packard 160 Convertible Sedan 127" Wheelbase, \$2,050



1946 Packard Super 8 Club Sedan 127" wheelbase \$2,241



1941 Packard Super 8 160 Touring Sedan 127" Wheelbase, \$2,009



1947 Packard 7-passenger Series 2126 Limousine Body by Henney, 148" wb, \$4,520



1942 Packard Darrin Convertible Victoria 127" wheelbase, \$4,783