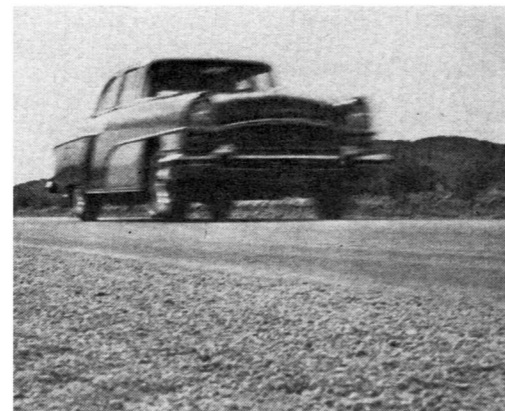
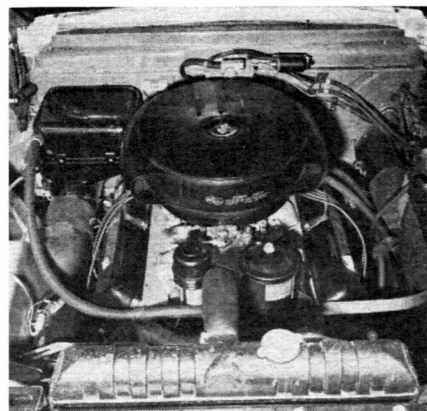




Clipper hits a sharp corner hard. Although wheels dig in deep, the body holds an even keel—a benefit from new torsion bars.

# Packard Road Test

New engine  
and new suspension—  
that's the  
Clipper Custom

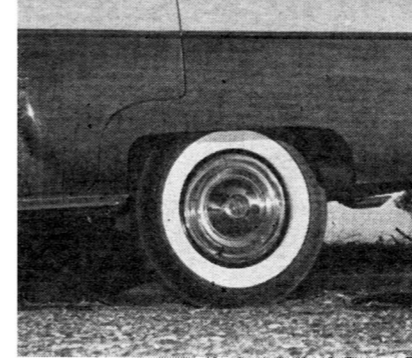


| SPECIFICATIONS        |                         |
|-----------------------|-------------------------|
| Engine type           | OHV V-8                 |
| Displacement          | 352 cubic inches        |
| BHP                   | 245 @ 4600 rpm          |
| Compression ratio     | 8.5-10-1                |
| Bore                  | 4" Stroke 3 1/2"        |
| Torque                | 355 ft.-lbs. @ 2400 rpm |
| Transmission          | TWIN ULTRAMATIC         |
| Rear axle ratio       | 3.23-10-1               |
| Wheelbase             | 122 inches              |
| Dry weight            | 3915 lbs.               |
| Turning circle        | 43 feet                 |
| Steering lock-to-lock | 4 3/4 turns             |

| PRICES       |          |                  |       |
|--------------|----------|------------------|-------|
| Car          | \$2925   | Power Steering   | \$115 |
| Transmission | \$199    | Power Brakes     | \$40  |
| Radio        | \$92-132 | Air Conditioning | \$627 |
| Heater       | \$82     |                  |       |

ENGINE of the Clipper Custom comes from a new V-8 family that holds top spot for '55 in torque and hp ratings and displacement. Although pre-introduction rumors were wild, the V-8 is conventional in design, is also noted for its physical size. The four-inch bore is equalled by only one other make and, when engineers are so inclined, overboring will make it easy to achieve 300 hp. Accessibility for regular servicing is good, except for fuel pump, distributor and spark plugs.

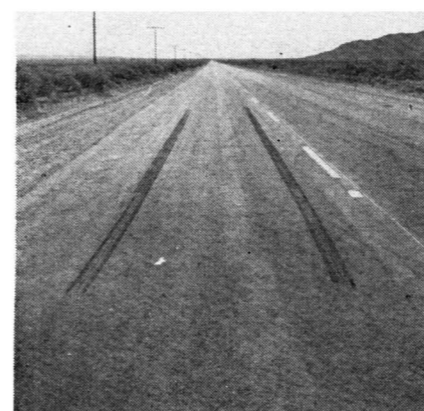
TOP SPEED AND ACCELERATION place the car in the upper-middle performance bracket. This is surprising, since the enormous power output indicates much higher figures. In other words, the performance is good, but not record-breaking. Evidence points to the Twin Ultramatic transmission (standard on Packards, optional on Clippers) as the chief retarding factor. Road testers made repeated runs in both directions, and used various shift combinations.



RIDE calls for a flat and unequivocal statement: it is the best among current American cars. Example: when going through a deep road dip at speed, the wheels follow the pavement down and up, but the subsequent bouncing is gone. The car bottoms, rises and then the rear settles gently into position.



INTERIOR is in keeping with Packard tradition of luxury and quality. Cranking up windows is almost effortless, but rear-view mirror does not provide adequate vision, either horizontally or vertically. And the black upholstery and floor mats show dirt and lint easily. Polished dash top is in horizontal plane to eliminate annoying reflections.

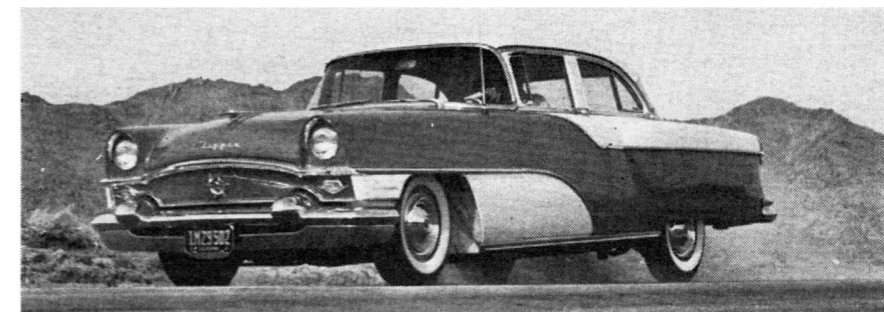


BRAKING TESTS, conducted on dry pavement, produced stopping distances of 52-78-156 feet from 30-45-60 mph. This is about par. The brake pedal is located on the same plane as the accelerator pedal, but apparently is not designed for left-foot use. Interesting point: of all '55 cars tested, Clipper engine was only one that did not stall in panic stops from all speeds. When brakes were locked and car came to a screeching halt, engine continued to run smoothly and quietly.



HANDLING QUALITIES are definitely superior and the car is obviously easier to control, as the torsion bars wind and unwind. Through sharp bends, steering is sure and steady. Body heel is so slight that a new feeling of flat cornering is present. When traveling at speed on a straight and level road, there is a sensa-

tion of "snaking" along. After some experience at the wheel, the feeling disappears. Packard servicemen say torsion bar system is trouble-free. The load-compensator, which contributes to good handling, allowed exhaust pipe on test car to scrape ground when coming out of driveways, but adjustment is easy.



STYLING of the Packard-Clipper lines, like the engine, was basis for inaccurate speculation before 1955 models were introduced. Instead of radical changes, appearance is characteristic of the manufacturer, with wrap-around windshields (free of distortion), chrome trim and paint used to keep pace with the times. Most drastic alterations came in the front end

treatment, which many observers comment favorably upon. Although front doors do not open wide, entrance is easy, while all four fenders are visible from the driver's seat. The 1955 bodies are the first in recent years that have been built by Packard itself (they had been supplied by a vendor) and the changeover has not affected the make's excellent finish.

CAR TESTED: 1955 PACKARD CLIPPER CUSTOM V-8

| TEST CONDITIONS |                |
|-----------------|----------------|
| Altitude        | 2800 feet      |
| Temperature     | 72 degrees     |
| Wind            | GUSTY - 17 mph |
| Gasoline        | TEXACO PREMIUM |

| ACCELERATION AND TOP SPEED |              |      |      |       |       |
|----------------------------|--------------|------|------|-------|-------|
| MPH                        | 0-30         | 0-45 | 0-60 | 30-50 | 40-60 |
| Seconds                    | 4.4          | 8    | 12.5 | 5     | 6.6   |
| Standing 1/4 mile          | 19.5 seconds |      |      |       |       |
| Fastest one-way run        | 106 mph      |      |      |       |       |
| Top speed avg. 4 runs      | 104 mph      |      |      |       |       |

| SPEEDOMETER CORRECTIONS |               | BRAKING DISTANCE |                   |
|-------------------------|---------------|------------------|-------------------|
| Car Speedometer         | Actual Speeds | MPH              | Stopping Distance |
| 20                      | 17            | 30               | 52 feet           |
| 30                      | 25            | 45               | 78 feet           |
| 40                      | 35            | 60               | 156 feet          |
| 50                      | 44            |                  |                   |
| 60                      | 52            |                  |                   |
| 70                      | 60            |                  |                   |
| 80                      | 68            |                  |                   |
| 90                      | 78            |                  |                   |
| 100                     | 87            |                  |                   |

| FUEL CONSUMPTION |         |
|------------------|---------|
| MPH              | Average |
| 30               | 18 mpg  |
| 45               | 20 mpg  |
| 60               | 16 mpg  |