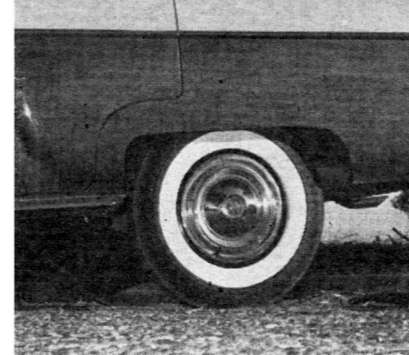




Clipper hits a sharp corner hard. Although wheels dig in deep, the body holds an even keel—a benefit from new torsion bars.



**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.

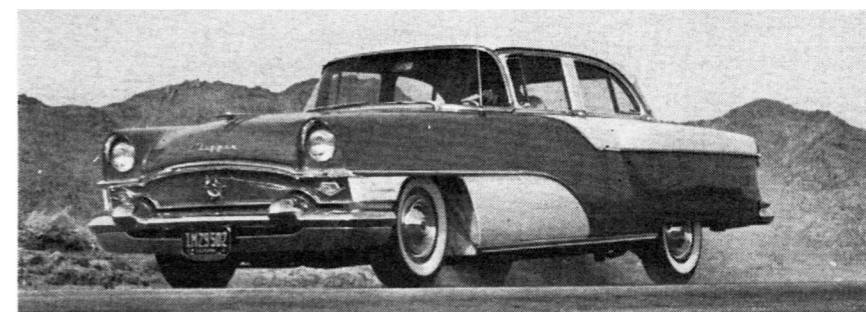


**HANDLING QUALITIES** are definitely superior and the car is obviously easier to control, as the torsion bars wind and unwind. Through sharp bends, steering is sure and steady. Body heel is so slight that a new feeling of flat cornering is present. When traveling at speed on a straight and level road,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



**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.

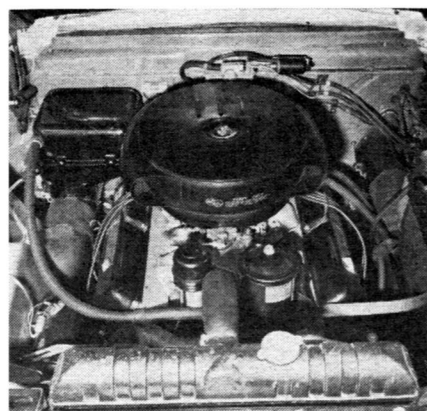


**STYLING** of the Packard-Clipper lines, like the engine, was basis for inaccurate speculation before 1955 models were introduced. Instead of radical changes, appearance is characteristic of the manufacturer, with wrap-around windshields (free of distortion), chrome trim and paint used to keep pace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

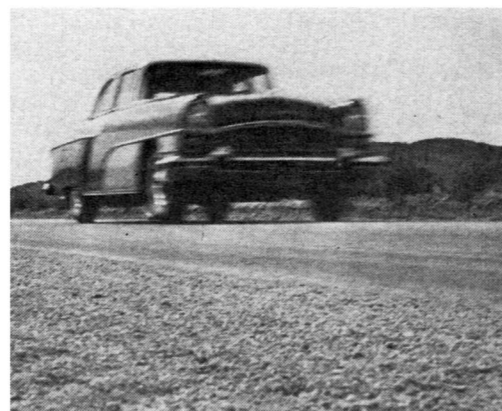
treatment, which many observers comment favorably upon. Although front doors do not open wide, entrance is easy, while all four fenders are visible from the driver's seat. The 1955 bodies are the first in recent years that have been built by Packard itself (they had been supplied by a vendor) and the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

# Packard Road Test

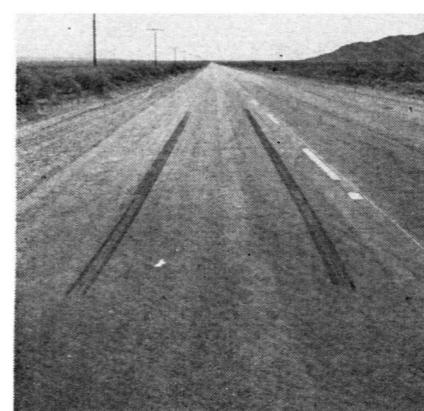
New engine  
and new suspension—  
that's the  
Clipper Custom



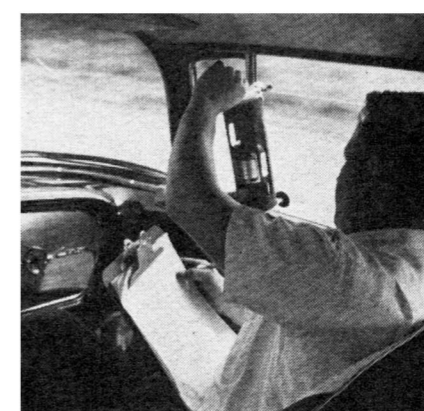
**ENGINE** of the Clipper Custom comes from a new V-8 family that holds top spot for '55 in torque and hp ratings and displacement. Although pre-introduction rumors were wild, the V-8 is conventional in design, is also noted for its physical size. The four-inch bore is equalled by only one other make 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.



**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.



**FUEL CONSUMPTION** brought a surprise. The Clipper Custom, with its 245 hp, gets really superior mileage out of a gallon of gasoline. The top gear of the twin-drive Ultramatic will really pay off in the long run, and the performance with overdrive could very well be astonishing. Good example of how high horsepower does not have to be expensive when it comes to operating costs. Unusual fact: the Clipper got better mileage at 45 mph, than it did at a steady 30!

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

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 6.6
Standing 1/4 mile	19.5 seconds
Fastest one-way run	106 mph
Top speed avg. 4 runs	104 mph
SPEEDOMETER CORRECTIONS	
Car Speedometer	Actual Speeds
20	17
30	25
40	35
50	44
60	52
70	60
80	68
90	78
100	87
BRAKING DISTANCE	
MPH	Stopping Distance
30	52 feet
45	78 feet
60	156 feet
FUEL CONSUMPTION	
MPH	Average
30	18 mpg
45	20 mpg
60	16 mpg