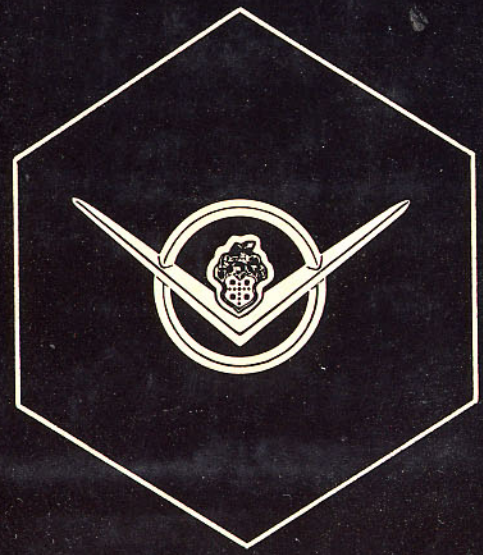
Look inside... here is the one car that is completely new...entirely different

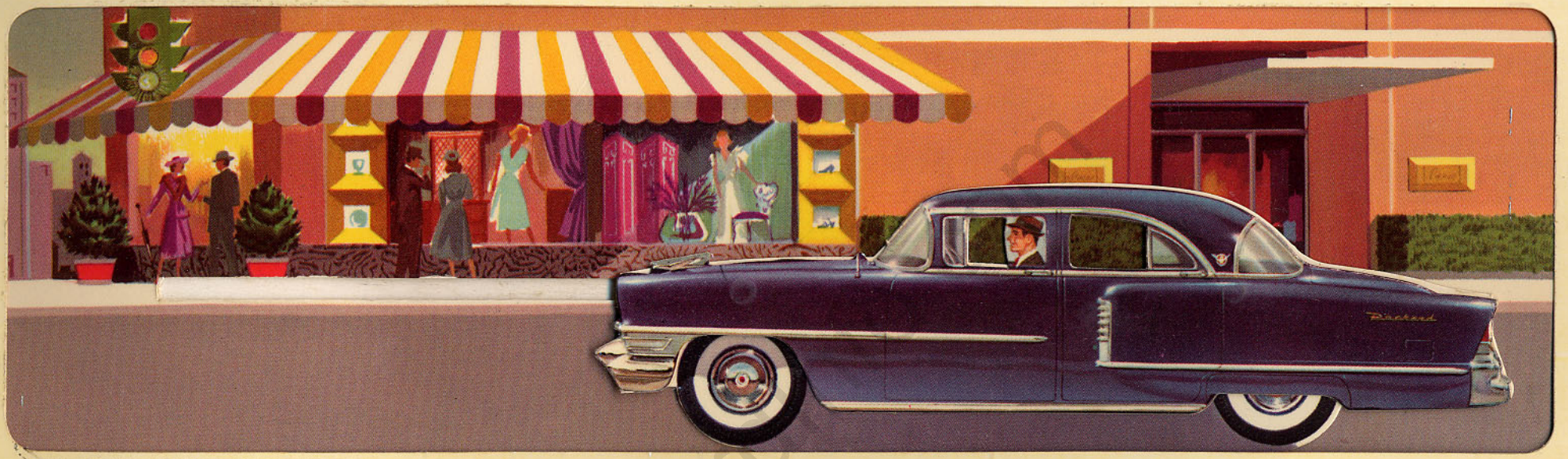
LET THE RIDE DECIDE

PACKARD for 1955

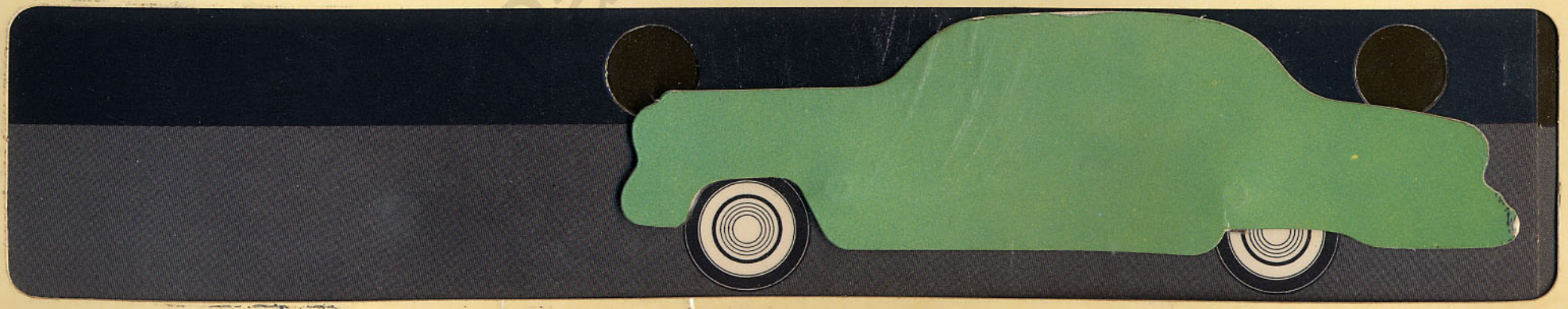


Packard's New Torsion Level Ride... The Most

Beats Riding on Air!



Imagine an automobile with a new concept of suspension that permits passengers to remain free of body pitching and diving. A new suspension that eliminates coil and leaf-type springs. Packard and only Packard has this new wonder suspension that, keeps the car body on an even keel from start to stop regardless of road condition.



Automatically smooths the road...

Packard's New Torsion Level Ride... The Most

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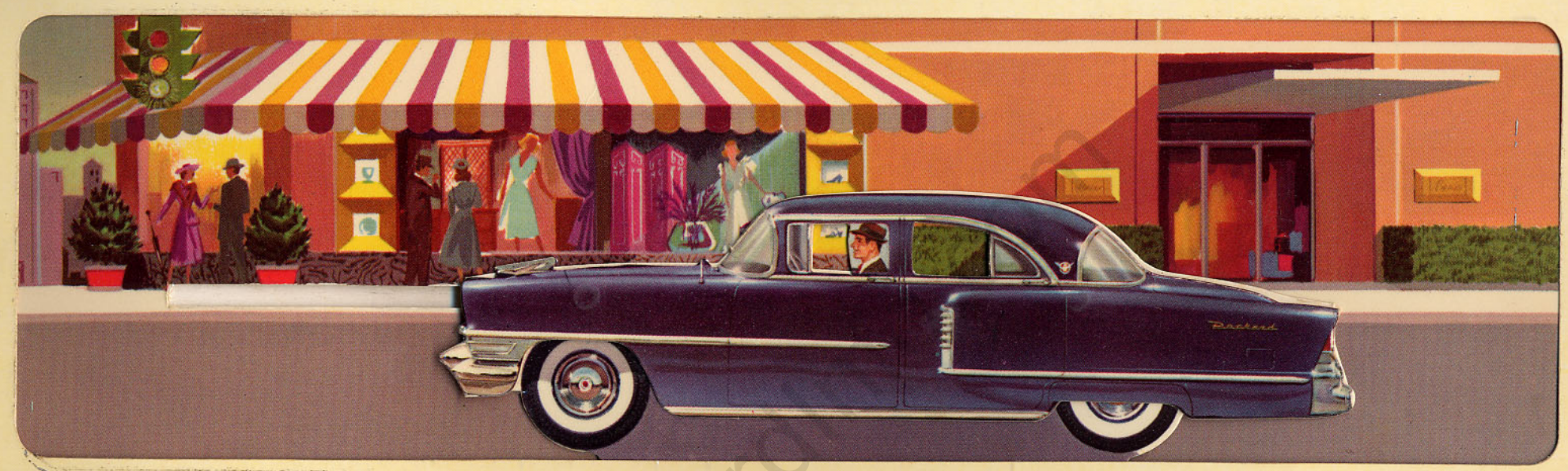

Accelerates smoothly with no rear-end squat. The only sensation is smooth acceleration.

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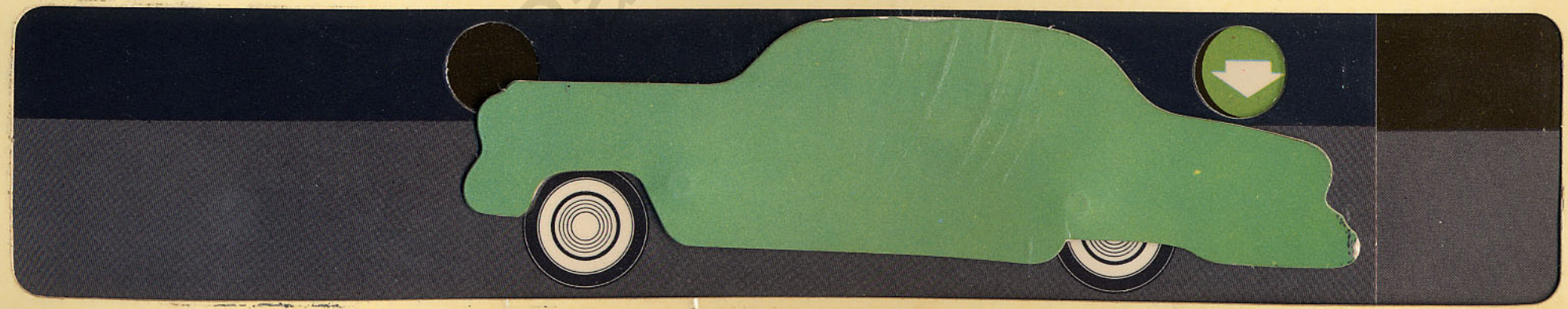

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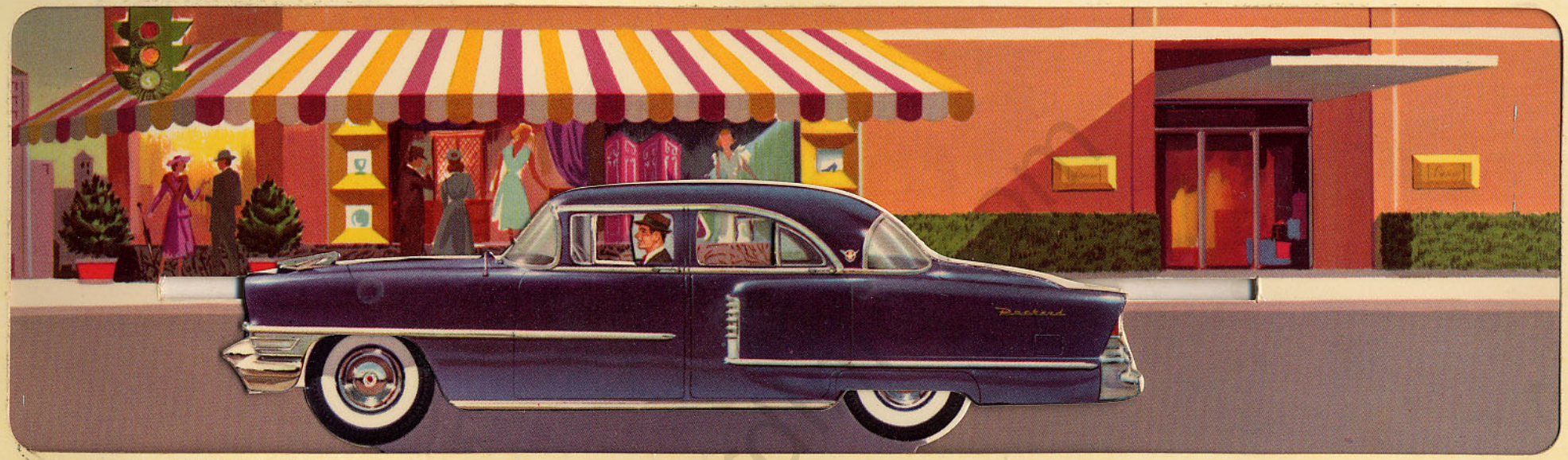

There is no road shock, wheel-fight or wandering, perfect level control at all speeds.

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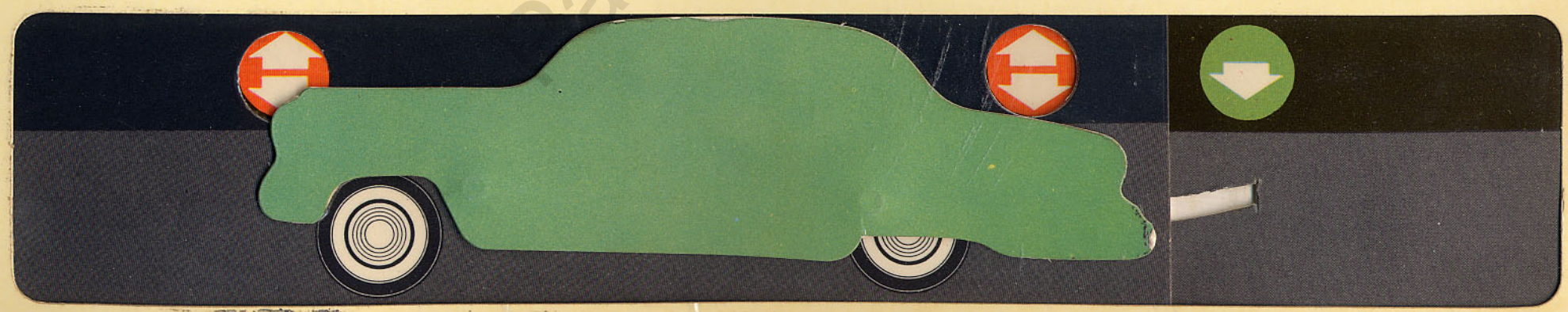

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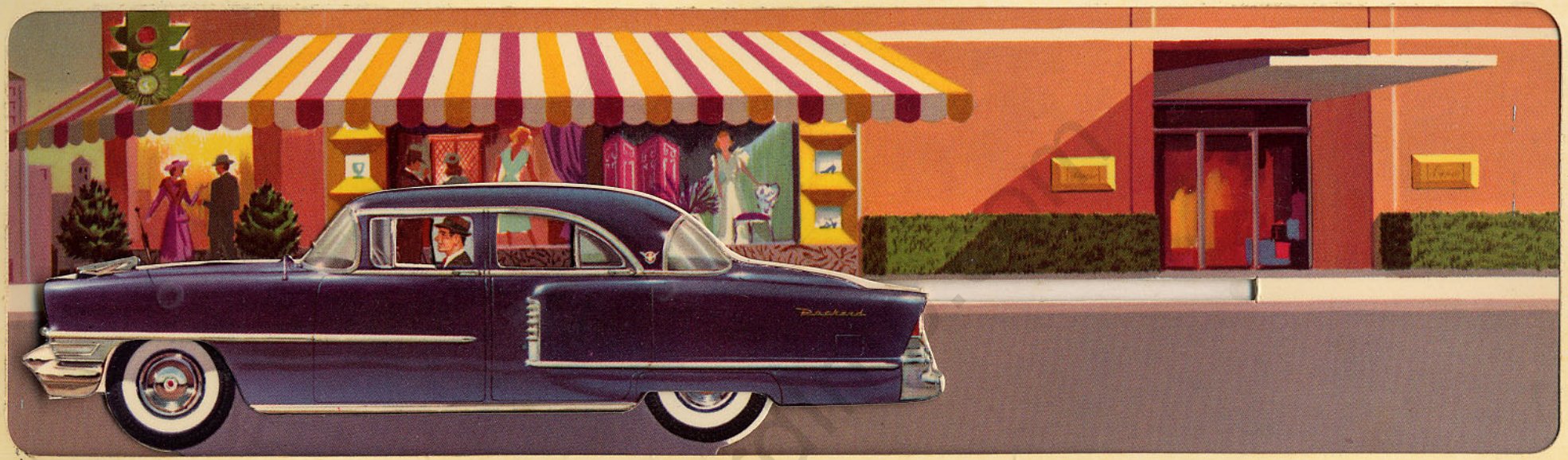
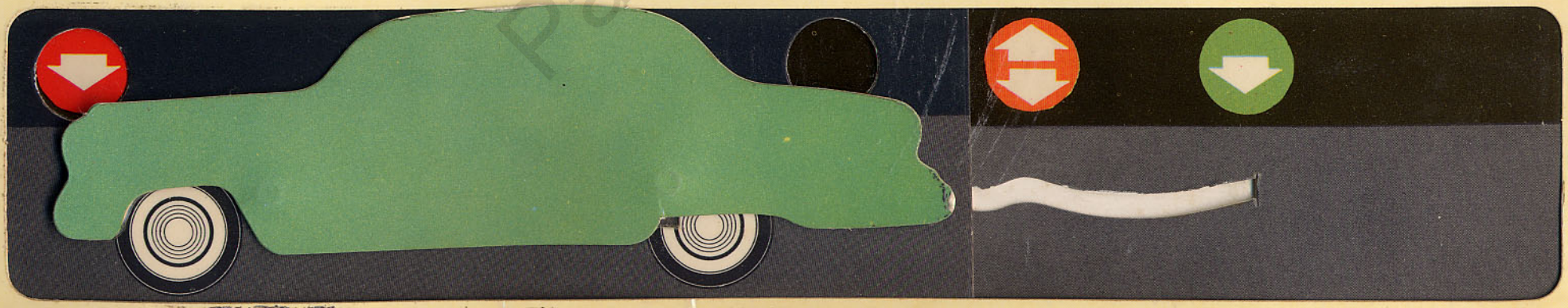


Even with fast braking, there is little or no front-end pitch.

Imagine an automobile with a new concept of suspension that permits passengers to remain free of body pitching and diving. A new suspension that eliminates coil and leaf-type springs. Packard and only Packard has this new wonder suspension that, keeps the car body on an even keel from start to stop regardless of road condition.

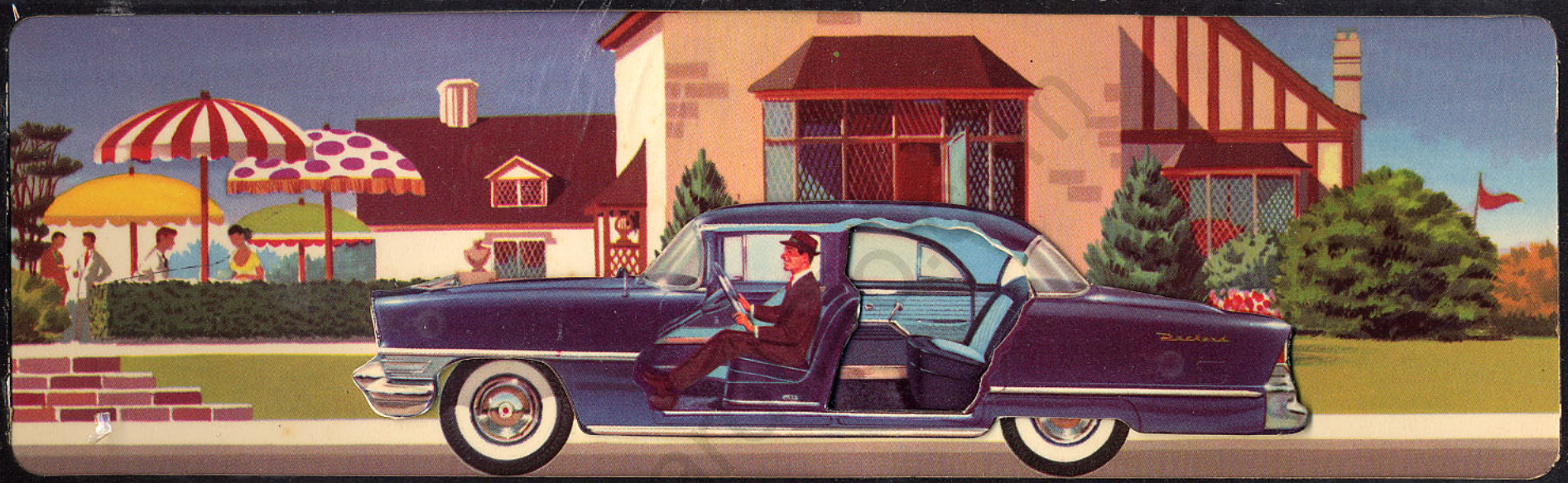


Automatically smooths the road...

Packard

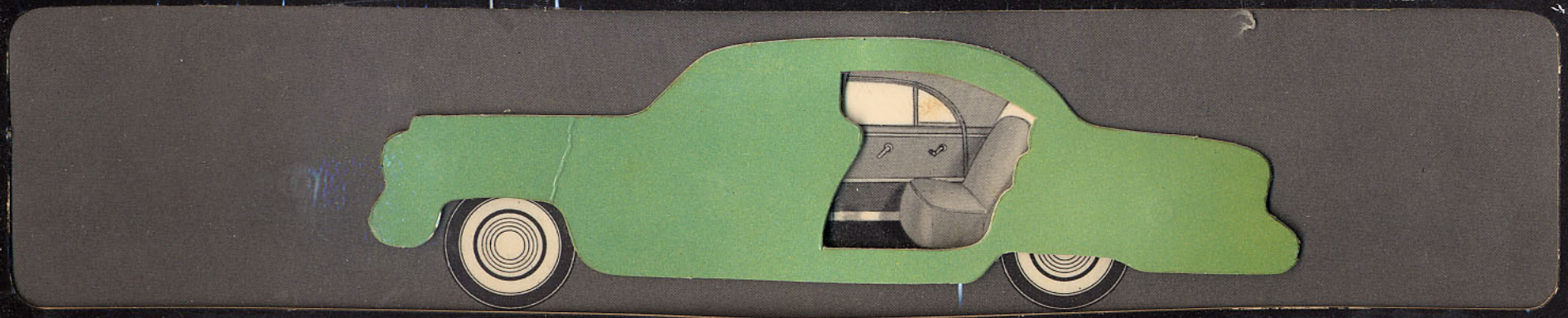
Revolutionary Comfort Advancement In History

A Level Car...Regardless of Load



Smoothing the road is only half the story of the new Torsion Level Ride. This unique suspension also automatically levelizes the load. When passengers enter, the car settles at the rear like all conventional cars, but, within a few seconds the levelizer begins operation, bringing the car body and passengers back to normal driving height.

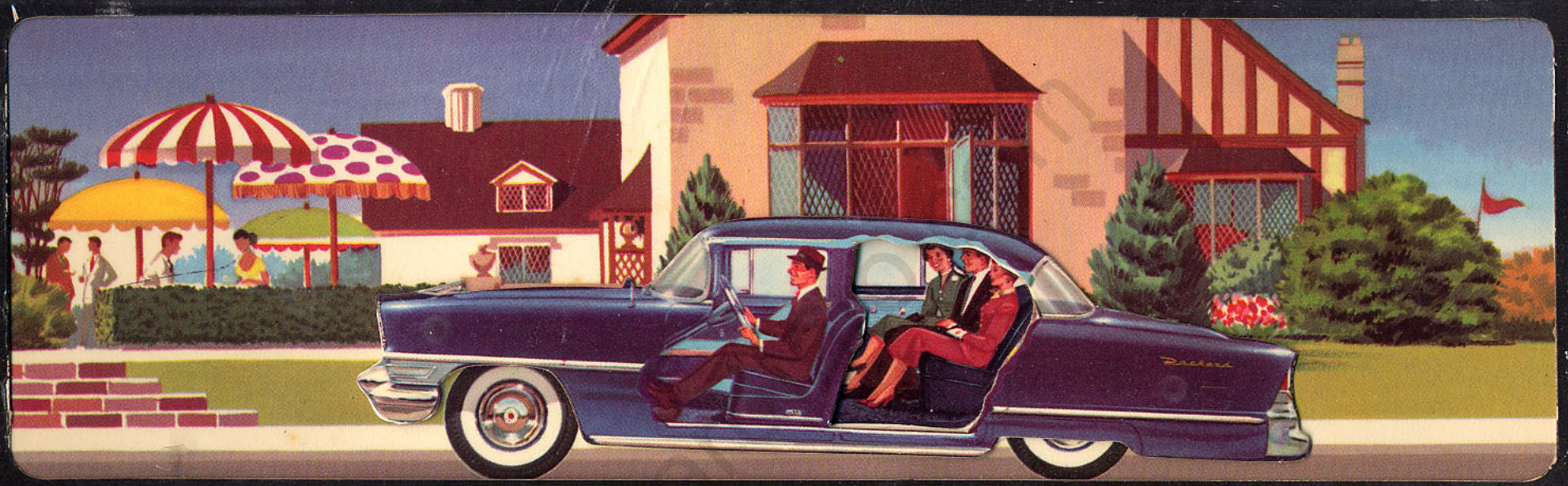
All cars look well unloaded because they are designed level.



Automatically levels the load...

Revolutionary Comfort Advancement In History

A Level Car...Regardless of Load



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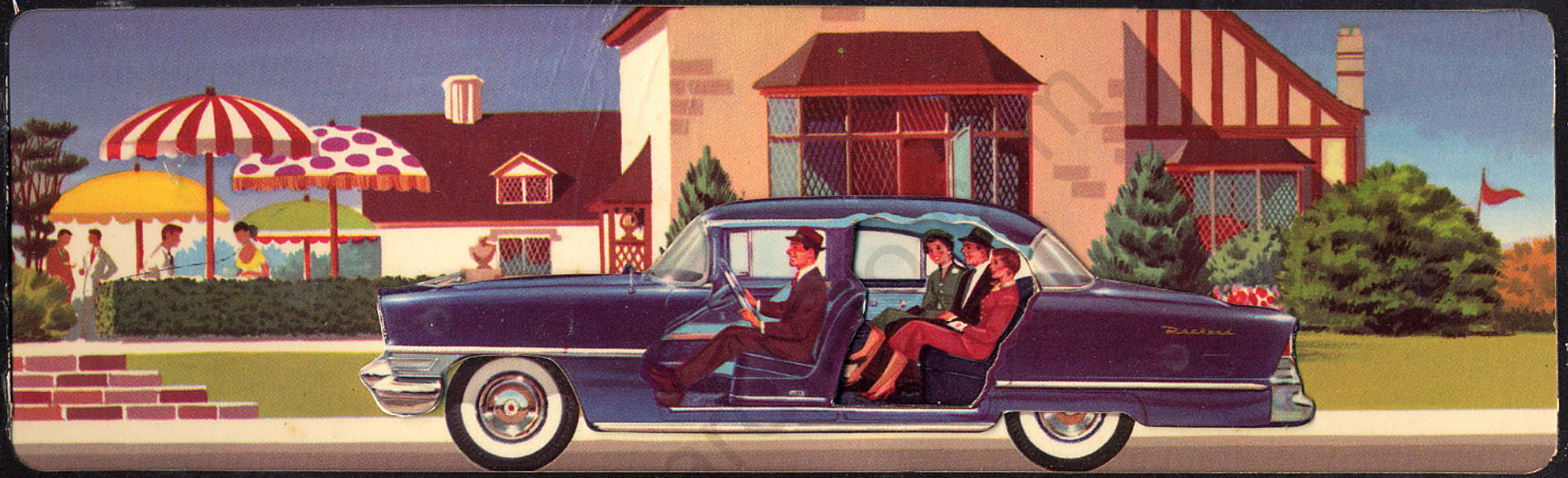
3 back seat passengers cause 6-8 inch rear-end drop in all cars. This affects handling, causes driving fatigue.

Automatically levels the load...

Revolutionary Comfort Advancement In History

A Level Car...Regardless of Load



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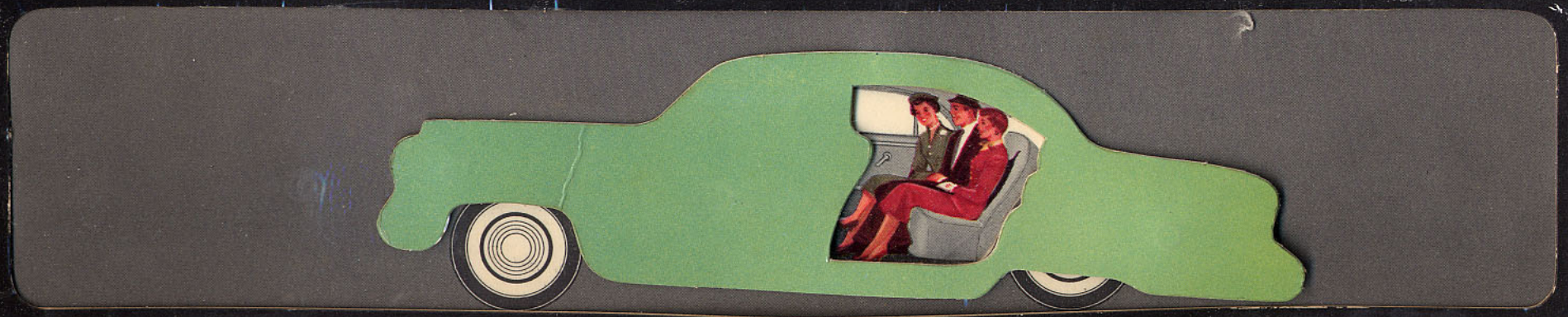
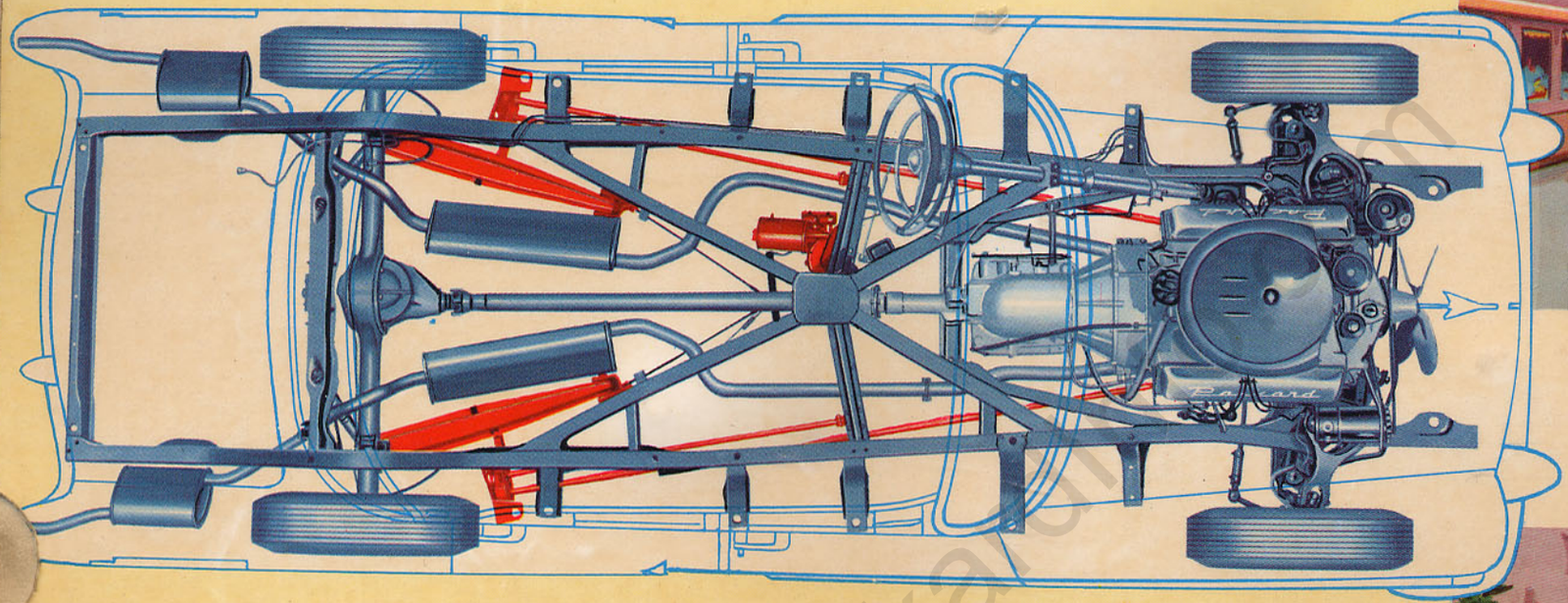
In 5-7 seconds, Packard or Clipper Super levelizer returns car to safe, correct riding attitude.



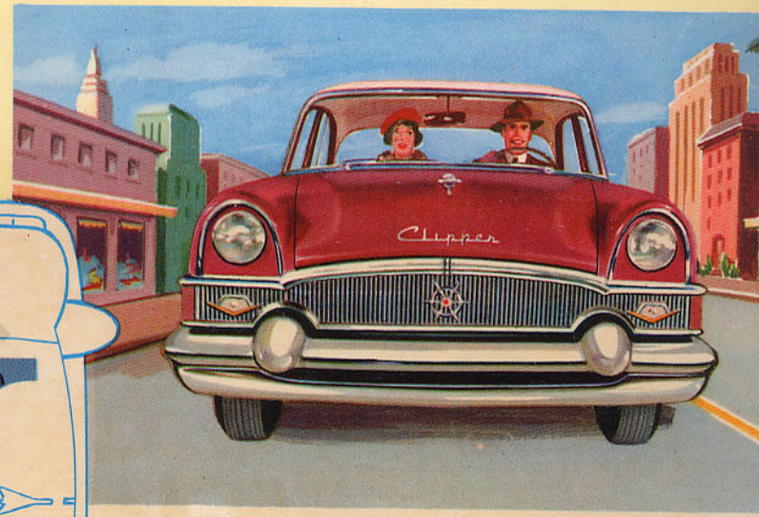
Automatically levels the load...

Sure comfort at any speed...

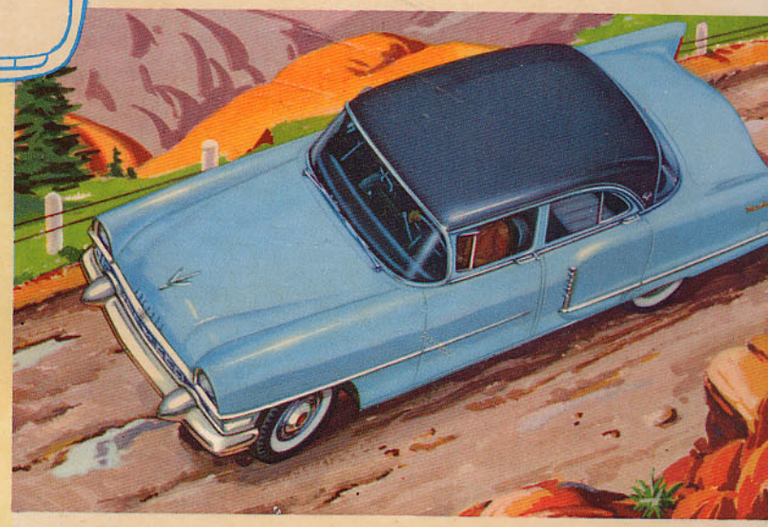
Surefooted on any road...



This is a plan view of one of the greatest engineering achievements in automotive history—the new Torsion Level suspension—by Packard. Notice first; there are no coil springs up front, nor leaf springs at the rear. These springs have been replaced by long torsion bars (approximately 9 feet in length). These torsion bars do not bend—they twist—and in twisting they take out the road bumps more effectively than any conventionally sprung car. To achieve the utmost stability, both the front and rear end have independent stabilizers to reduce roll tendency and side sway. In the center of the chassis is mounted the brains and muscle of the load levelizer. This unit keeps the car body level regardless of amount of baggage or passenger load.



Stability: At cruising speeds, over a smooth super highway or a broken uneven back road, Packard's new Torsion Level Ride helps the driver steer a true course. Truly relaxed driving is a pleasure that can only be experienced in a Packard built car.



Roadability: Surefooted on the road is another way of saying safe; and your safety comes first at Packard. The new full length torsion bars and front and rear stabilizers improve stability. On the straight highway or on winding roads the new Torsion Level Ride offers greater traction—greater safety.

Packard

Today's Biggest—most Powerful Engine

THE NEW PACKARD V-8

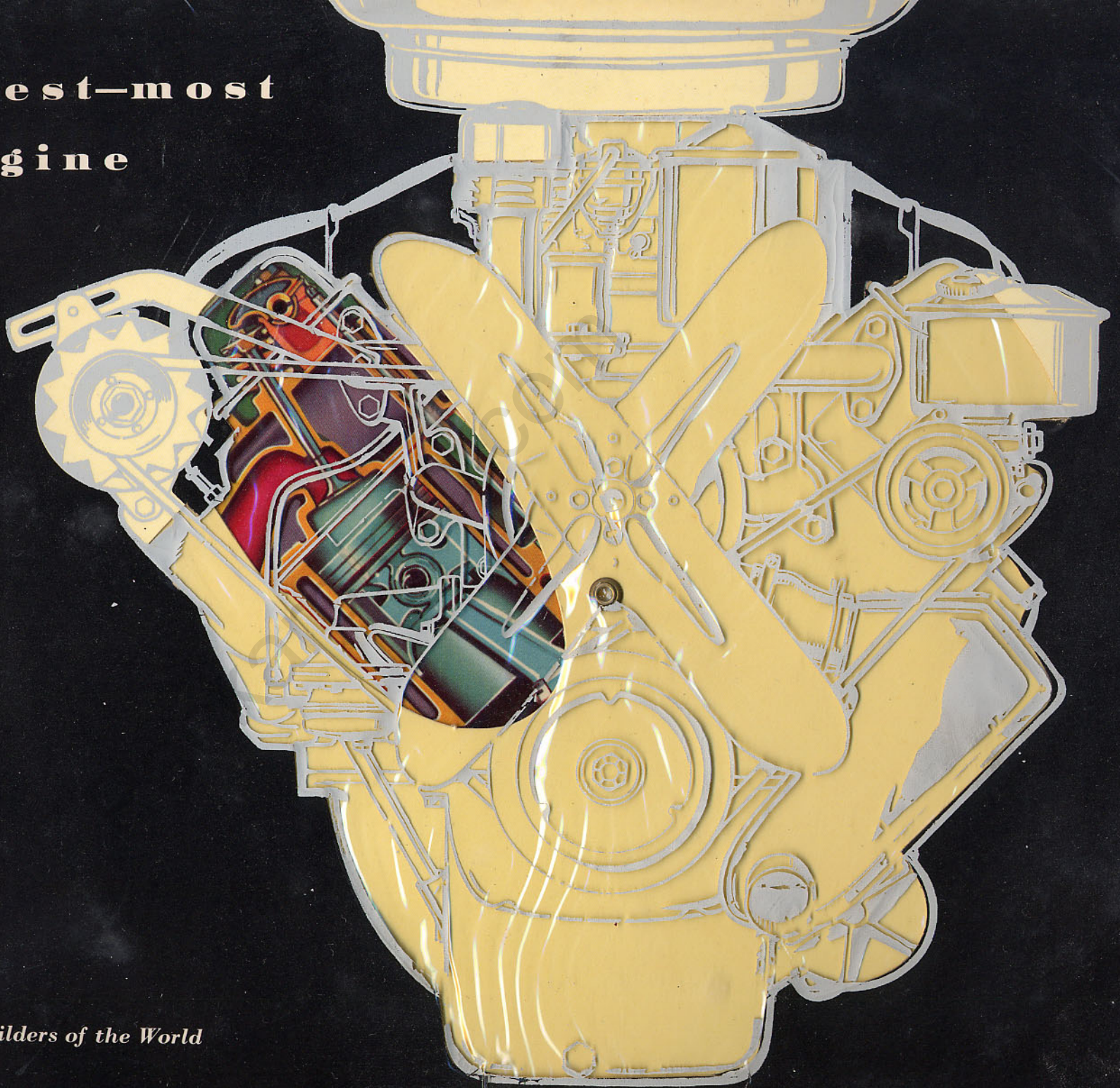
For silent smoothness-of-operation at all speeds, quick responsiveness in acceleration, and tremendous power, the new Packard V/8 has no peer.

Major Specifications

Horsepower... Clipper Custom—245
Packard Patrician—260
Four Hundred—260
Caribbean—275

Maximum Torque.....355
Displacement.....352 cu. in.
Compression Ratio.....8.5:1
Bore & Stroke.....4″ x 3.5″

Built by Packard— Master Motor Builders of the World



Elliptical Combustion Chamber
develops high turbulence—increases engine efficiency.

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Free-breathing Design
boosts engine horsepower and torque.

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Built by Packard— Master Motor Builders of the World

Autothermic Pistons
are light in weight, reinforced for strength.

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Built by Packard—Master Motor Builders of the World

Rotary-type Vacuum Pump
provides positive windshield wiper vacuum
—under all engine loads.

Today's Biggest—most Powerful Engine

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Built by Packard— Master Motor Builders of the World

Cast Steel Alloy Crankshaft
designed for rigidity and smooth operation.

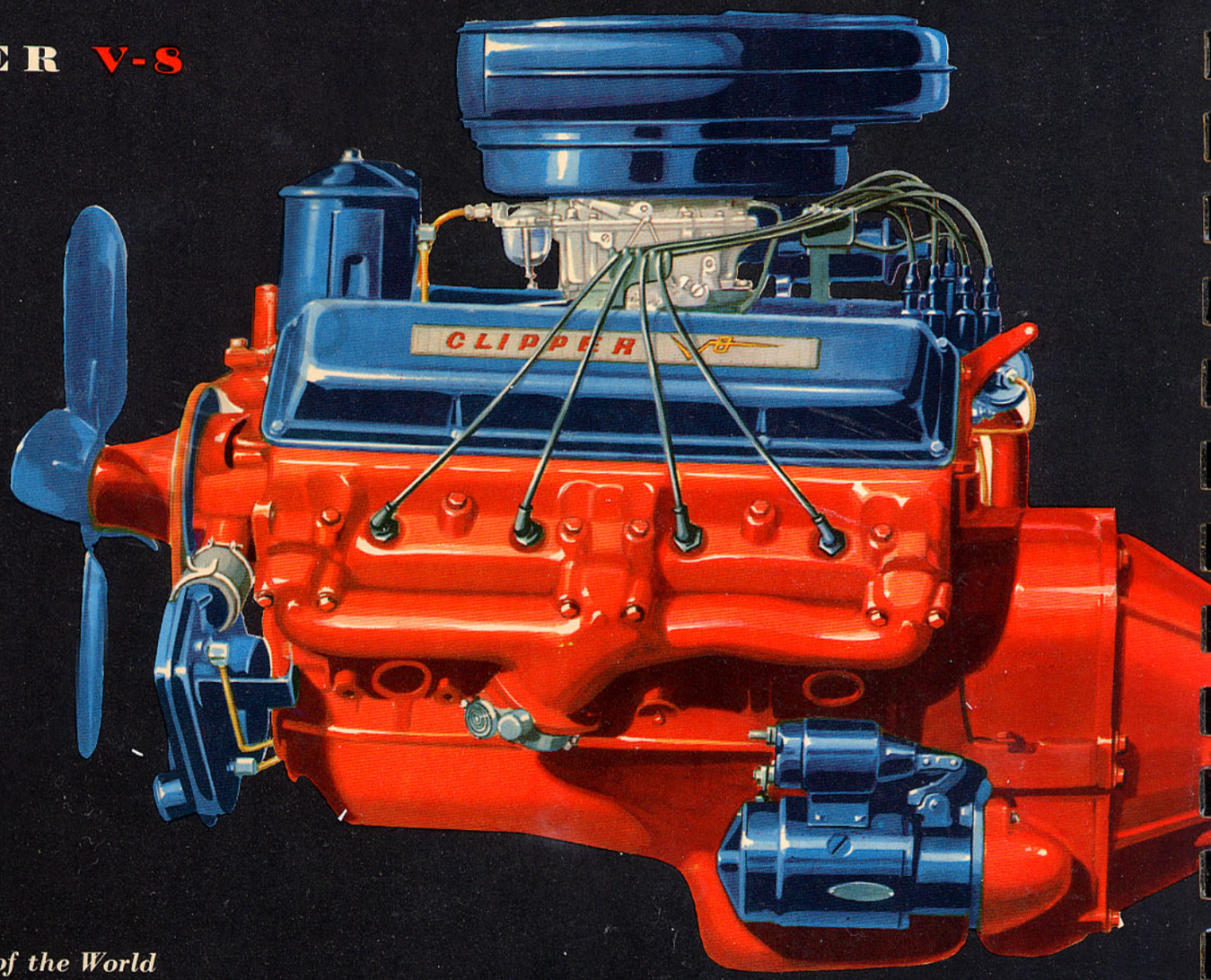
Brilliant "Step-Ahead" Performance

THE NEW PACKARD CLIPPER V-8

The new compact, power-packed Clipper V-8 engine is designed and engineered by Packard craftsmen to give the ultimate in velvet-smooth performance. It is new to the customer, but it has been tested in the laboratory and at the famous Packard Proving Grounds for many millions of miles.

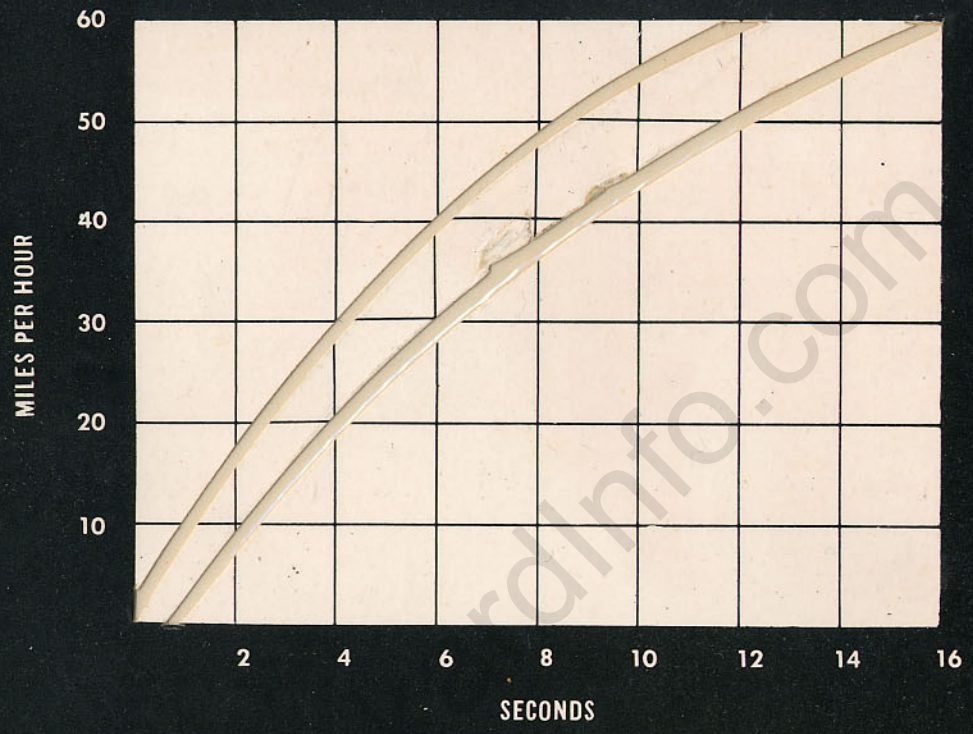
Major Specifications

Horsepower	(Deluxe & Super) 225
Maximum Torque	(Deluxe & Super) 325
Displacement	320 cu. in.
Compression Ratio	8.25:1
Bore & Stroke	3.8″ x 3.5″



Built by Packard— Master Motor Builders of the World

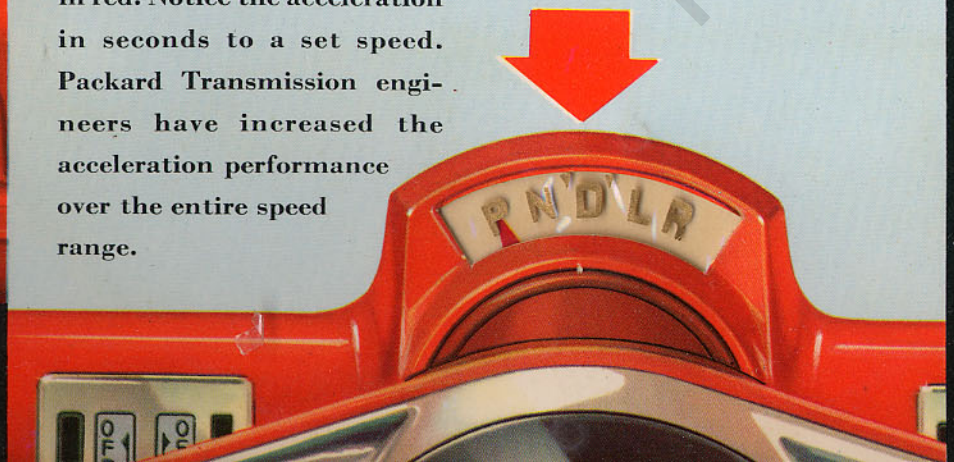
Packard proudly announces the NEW Twin Ultramatic Transmission



performance matched to the New high-torque V-8 engines

For 1955, the new Twin Ultramatic Transmission gives you two driving ranges that are virtually alike, but the position to the left gives you the utmost in smoothness, while the position to the right gives you the utmost in acceleration.

Place the selector pointer to the dart to the right of "D" (drive) position and watch the performance curve plotted on the graph in red. Notice the acceleration in seconds to a set speed. Packard Transmission engineers have increased the acceleration performance over the entire speed range.



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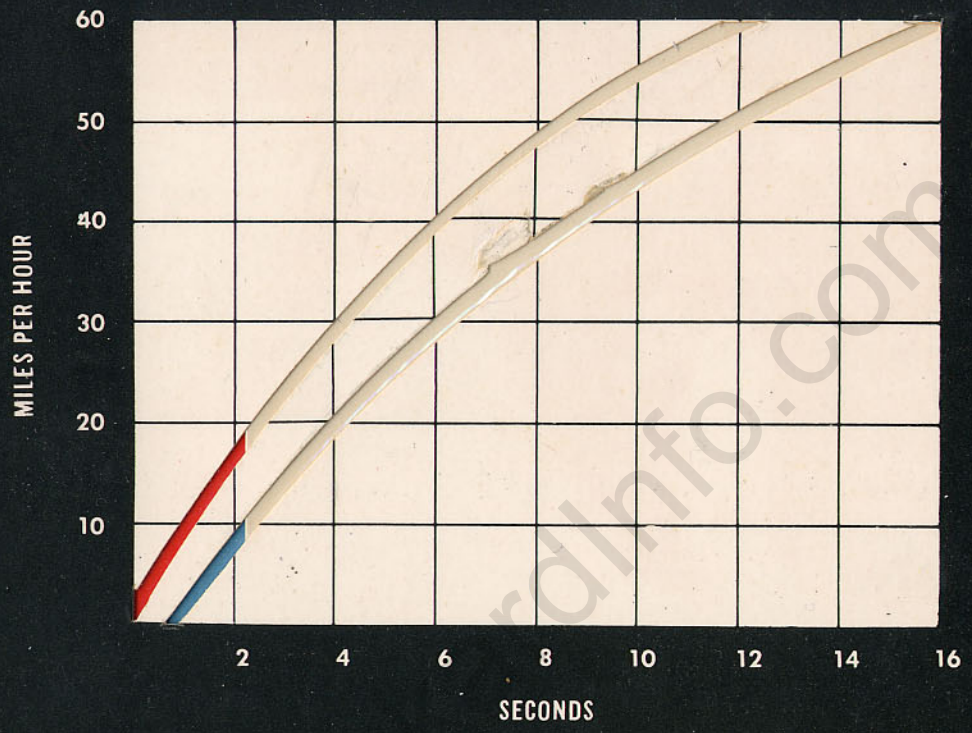

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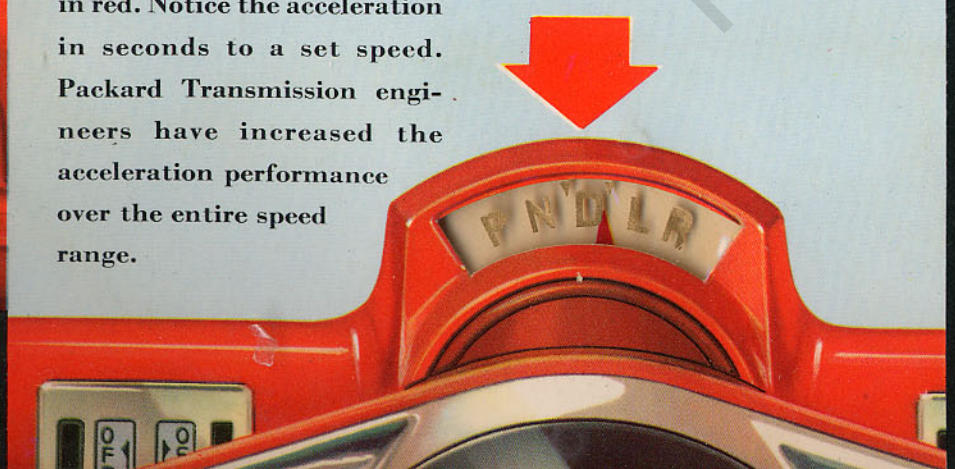

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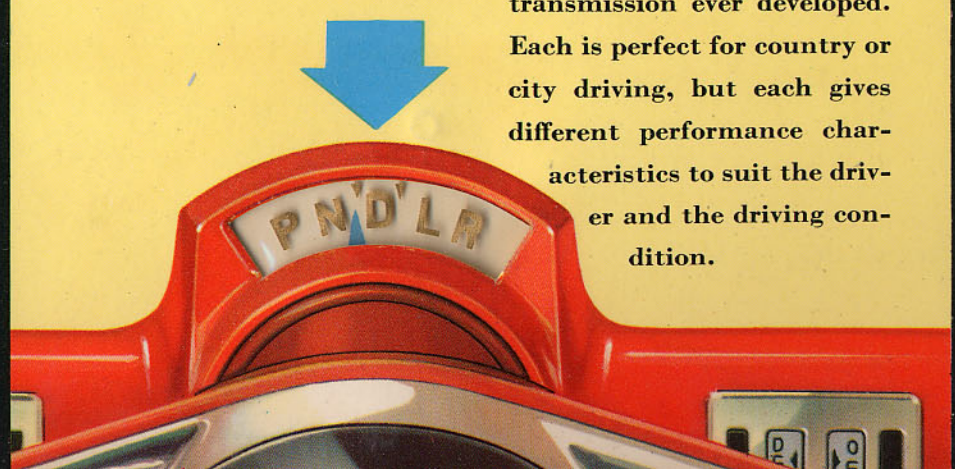

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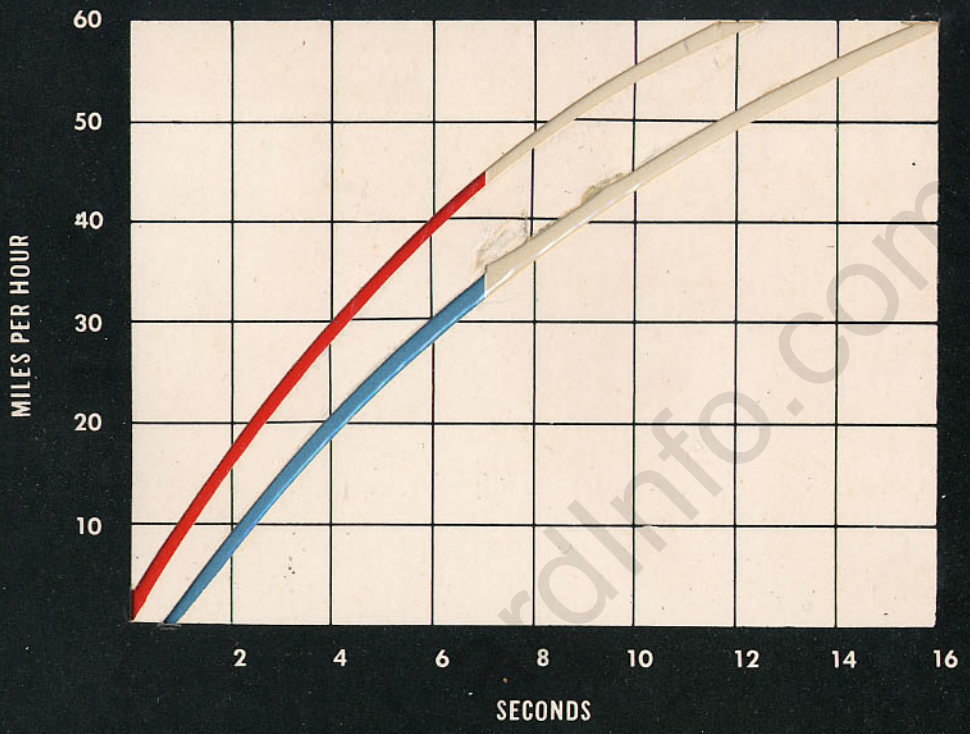

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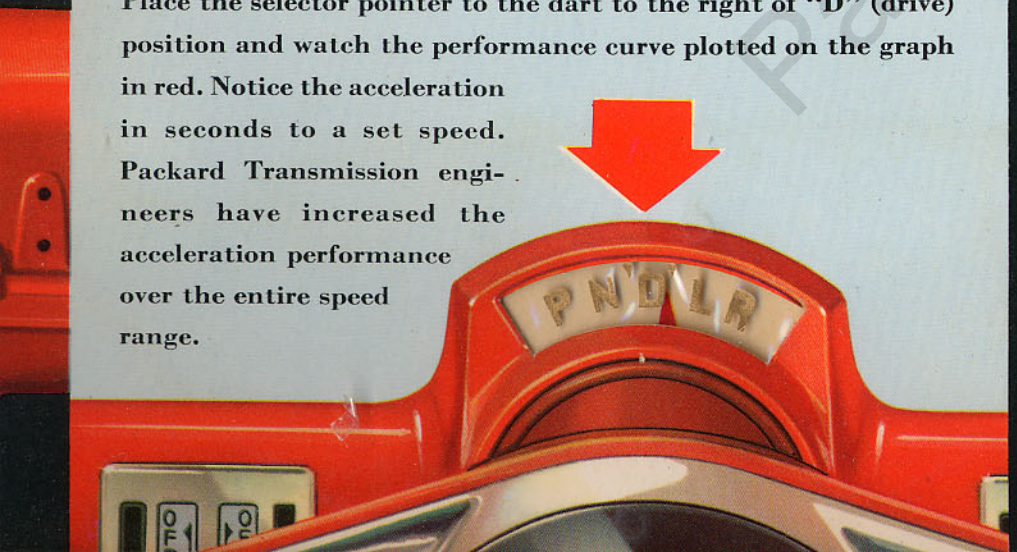

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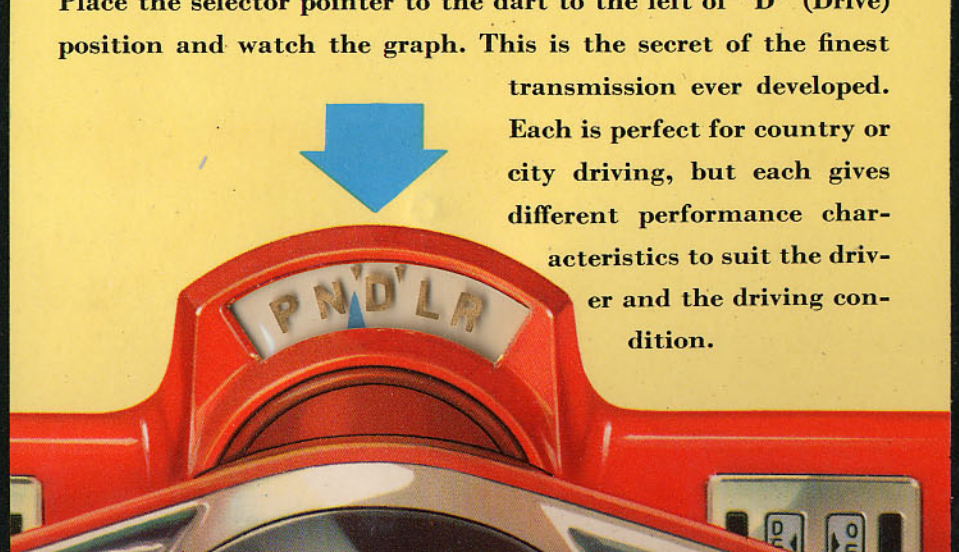

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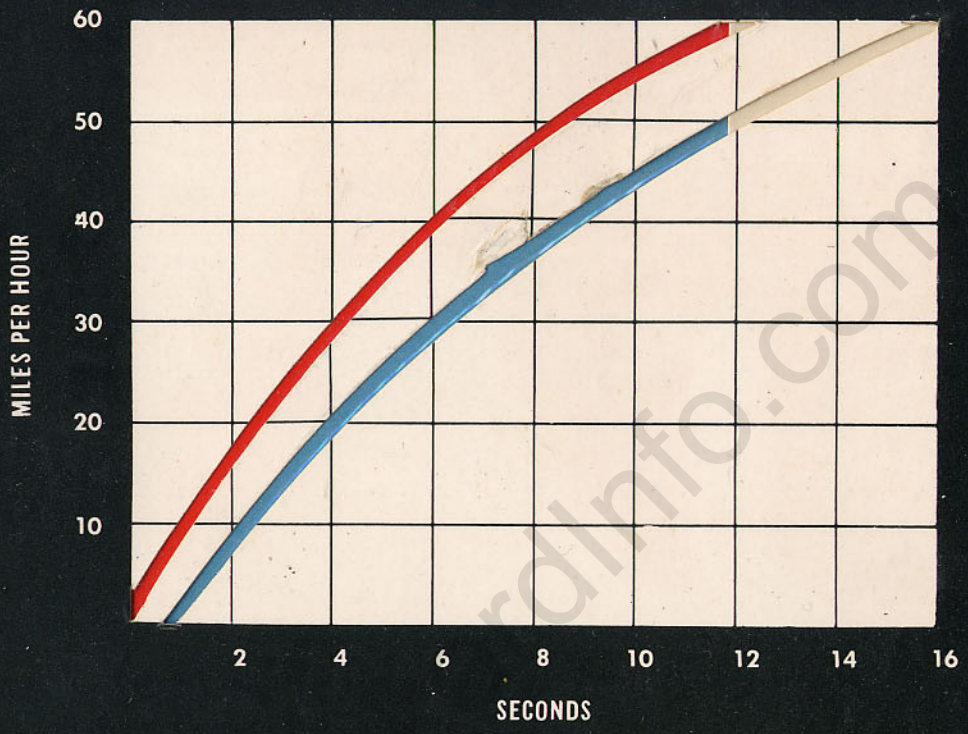

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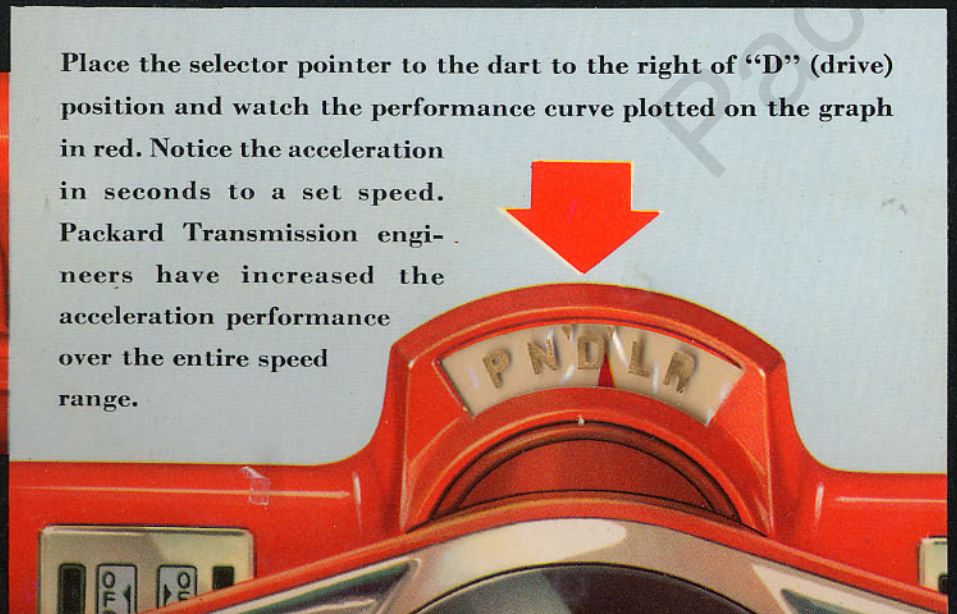

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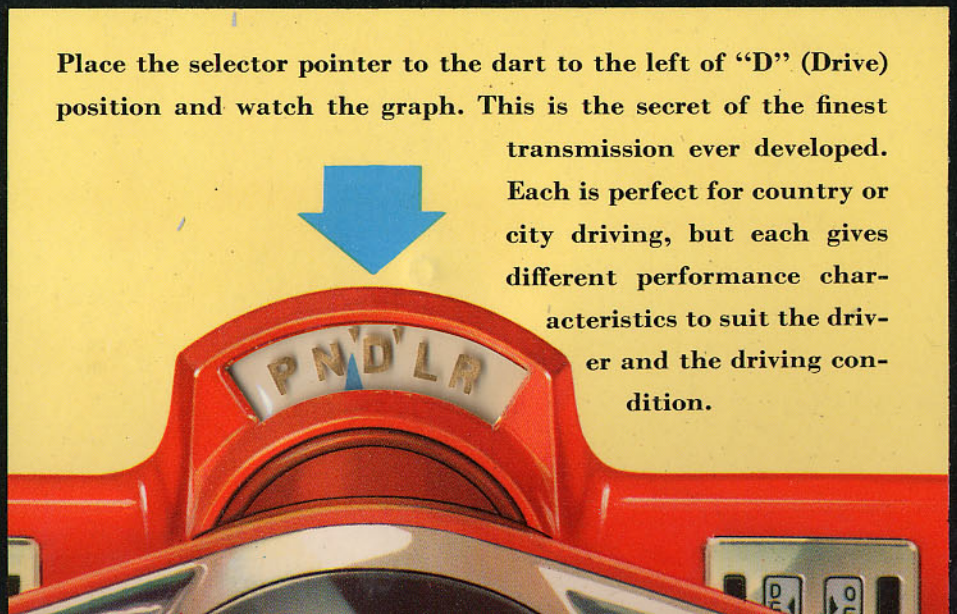

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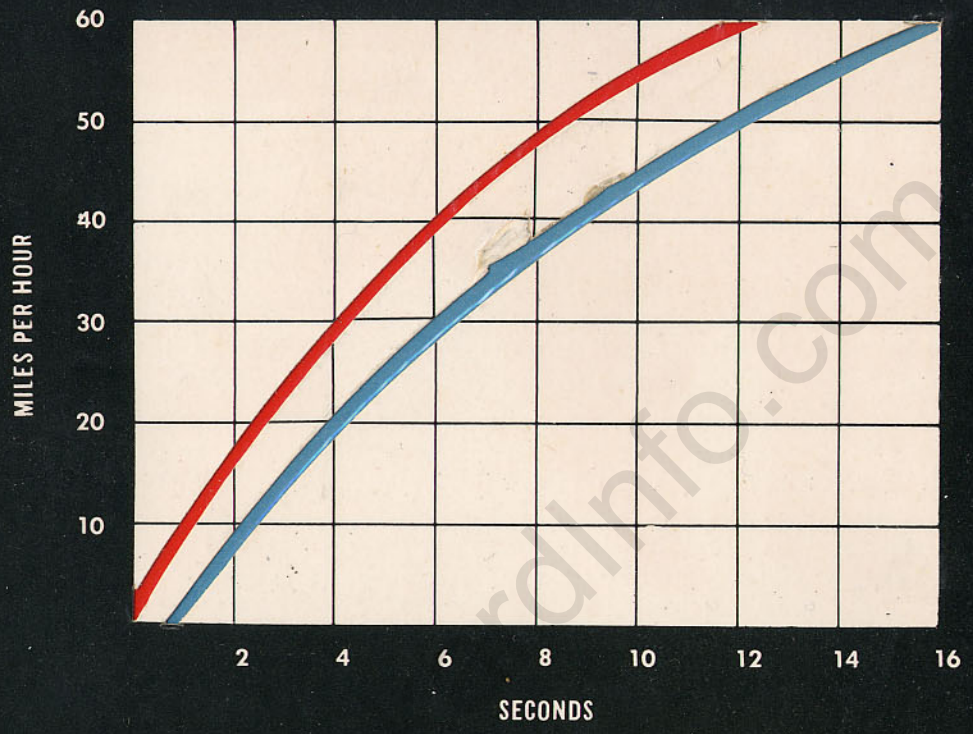

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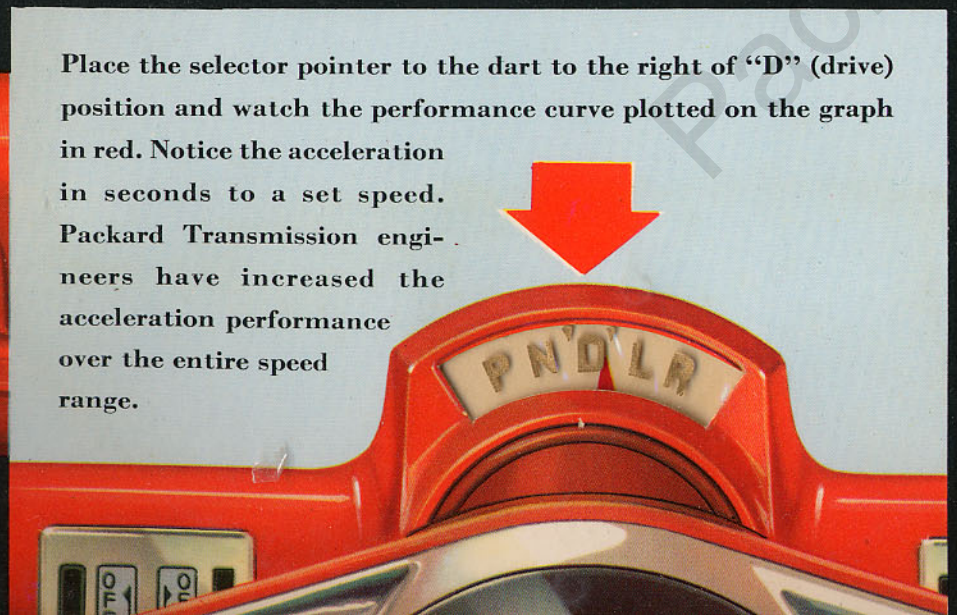
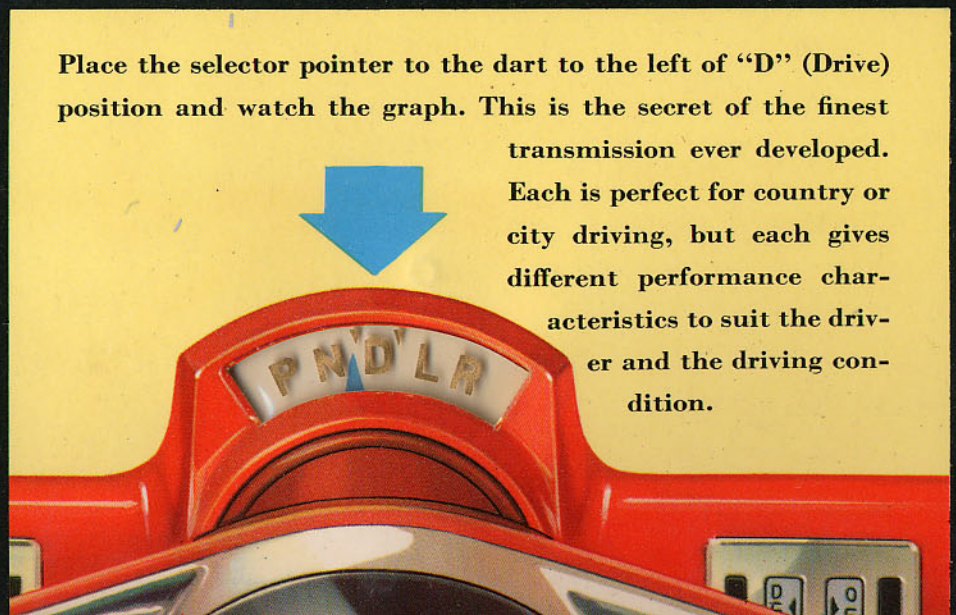
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