



Packard Control Board

Answered by the Packard "38"

Why is a Packard at its best after thousands of miles of hard usage on the road?

Why will a Packard run so long without mechanical attention?

Why can a Packard run 30,000 miles without overhauling?

Why may a Packard owner start on a thousand-mile tour at a moment's notice?

Why will a Packard bought this spring have a higher relative cash value next fall, next spring or five years hence than any other car purchased at the same time?

Why does the discriminating buyer demand a Packard?

Ask the man who owns one

Here are some of the "38" features looking to safety, convenience and Maximum Service:

Left Drive	Short Turning Radius
Electric Self Starter	Six Cylinders Perfected
Electric Lighting	Dry Plate Clutch
Centralized Control	Forced Feed Oiling
Separate Magneto Ignition	Extra Large Crank Shaft
Hydraulic Governor	Six-inch Depth of Frame
The Bridge Builder's Factor of Safety	

The sum of these essentials is to be found in no other car. This comprehensive solution in one motor carriage of all the chief problems of recent years compels the consideration of the critical patron.

*Demonstration by any Packard
dealer on any kind of road*

Packard Motor Car Company, Detroit