

1936 Packard Twelve Model 1407 Opera Coupe

Own an exceptional example of Packard history in this Fourteenth Series Opera Coupe, incorporating all of the features of the MacCauley-de Sakhnoffsky Packard design evolution and Packard's legendary Twelve.



History

The Packard Twelve introduced at New York's Astor Hotel in January 1933 was one of the first Packards to benefit from the collaboration of Packard's styling chief Edward MacCauley and newly retained stylist Count Alexis de Sakhnoffsky. Respected historian Beverly Rae Kimes described these elegant Packards as "the 'ultimate' in conveyances to emanate from East Grand Boulevard" (Packard's historic Detroit factory) in her landmark book *Packard-A History of the Motor Car and the Company*.

Elements of the styling evolution appeared first on MacCauley's personal car, known today as the MacCauley Speedster, and were also incorporated into Packard's 'Car of the Dome' that was the sensation of the 1933 Chicago Century of Progress Exposition. These included flowing pontoon fenders and the adoption of de Sakhnoffsky's 'false hood' that enhanced the length of the hood by extending it to the base of the windshield.

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Along with the revised slope of the classic Packard radiator shell that first appeared on the Fourteenth Series cars introduced in 1935, these subtle features contributed to a long, flowing line from front to rear. When side-mount spares were deleted from the front fenders, the transformation was complete. The MacCauley-de Sakhnoffsky designs also unified Packard styling for the first time so that all models—from phaetons to coupes—shared the same design elements, pointing the way toward post-war styling.

Demand for custom bodied automobiles had become virtually extinct as the Depression continued to wear on. Production of bodies for Packard's Senior Cars was moved from Packard body shops at East Grand to make way for the new, smaller Packard One Twenty. Wrote Kimes: "In many ways the Fourteenth Series marked the end of an era."

Mechanically the 1932-39 Packard Twelve provided high performance described as, "far quieter and smoother than a Duesenberg, rivaling the refinement of the Cadillac V-16 and rated superior to the finest Old World contemporaries." John R. Bond, founder of Road & Track magazine, wrote: "For my money give me a V-12 Packard every time—a car, in my opinion, superior to the Phantom III Rolls-Royce."

A Truly Elegant Automobile

This well maintained Packard Twelve Fourteenth Series Opera Coupe is a lovely and unusual example of this important automobile, finished in formal black with grey cloth interior and riding on polished wire wheels. The interior shares the appointments of the Formal Sedan in a more intimate environment. The design of the dashboard includes features first seen on the MacCauley Speedster and the Car of the Dome.

Specifications

Chassis: 14 JH 937-209

Wheelbase: 139"

Engine: V-12, 473 c.i. #904319s

Horsepower: 175 bhp

Transmission: 3 speed manual

Brakes: Drum

Body: 937 5 Passenger Opera Coupe

Body Builder: Packard

Mileage: 87,603

Price: \$115,000

Market Intelligence

1936 Packard Twelve Series 1407

Number built: 682 Fourteenth Series Twelves

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