



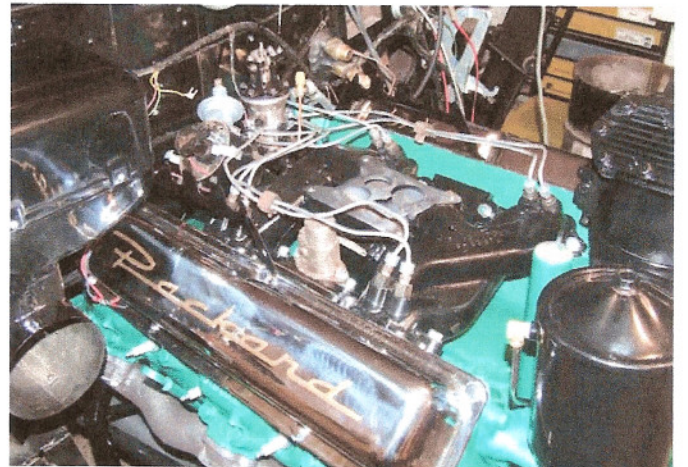
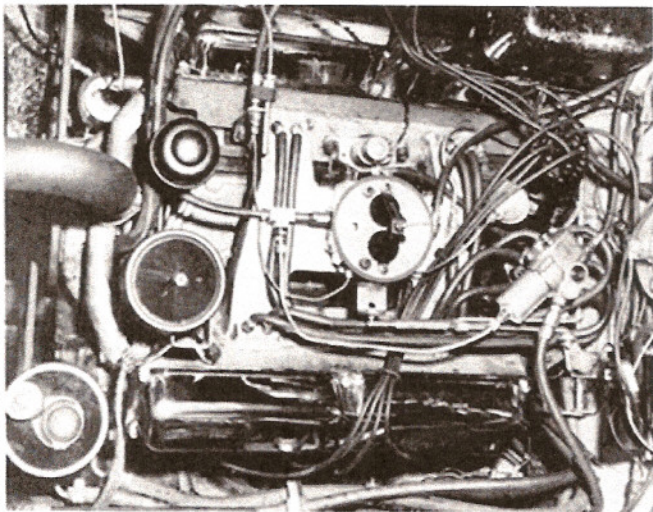
**The 1956 Stelford Executive --- More than meets the eye!**



**Packard's Fuel-Injection Experiments**

It's been a well kept secret that Packard was working on a fuel-injection system for the 1956 model. Experiments began in early 1954 under Henry E. J. Pringham at the direction of chief engineer Forest R. McFarland. If all had gone to plan, f.i. would have become standard equipment on the 1956 Packard Caribbean and Studebaker Golden Hawk and optional on other S-P cars.

ROSCOE C. STELFORD, JR.



**Now with Packard Fuel Injection!**



Early experiments involved Lucas and American Bosch. Later Packard developed its own f.i. system, and at some time during the program Simmonds Aerocessories, Carter, Bendix, and Marvel-Schebler also demonstrated their f.i. systems to Studebaker-Packard.

Tests showed only slight acceleration increases in a Packard-injector-equipped Clipper (shown). Fuel economy increased, however, an average of 9%, with a whopping 14% gain at 60 mph. Top speed also went up—from 103 mph in a carbureted car to 116 with f.i.

After 1956, S-P continued activity on f.i., but the program shrank in priority. Bendix at one point quoted Studebaker a price of \$50 per unit on its Electrojector system for 1957, but test failures forced Bendix to retract its estimate; other units fell into the \$250-\$350 price range, which topped S-P's target by a multiple of five. Eventually f.i. dropped from S-P's plans altogether. At least one prototype unit still exists in the hands of a Packard collector.

Special-Interest Autos, Sept.-Oct. 1976