



ESVAL 1941 PACKARD ONE-EIGHTY LIMOUSINE

1:43 | \$95 by Wayne Moyer



Above: Every bit of trim and decoration is here, and done to scale on a perfectly realized and painted body casting.

Far Above: Go ahead – squint. The cabin is complete, easy to see, and sweetly decorated throughout.

Introducing something new isn't ever easy. Before World War II, the Packard Motor Company had ended production of its "Twin-Six" V12 in 1939, replacing it in 1940 with a new "Super-8" straight-8 engine making 160 horsepower, using Packard's first hydraulic lifters to keep it quieter. Dealers had doubts that the drop in cylinders would satisfy former V12 buyers hungry for power, so Packard had to stage a race at their proving grounds — where the Super-8 cars handily beat the older Twin-Sixes.

In 1941, Packards got new front ends with their headlights blended into the front fenders, but the classic tall grille announced to the world that the car was still a Packard. Buyers could continue specifying one of several coach-built bodies, and along with the limited-production Packard-Darrins, the top of the 1941 line was the Model 1450 "Custom Super Eight One-Eighty" 7-Passenger Touring Limousine (talk about a mouthful), a most impressive automobile built on Packard's limited-production 148-inch wheelbase chassis.

That's the very car that's been chosen as a first release — ever — from a new company based here in the U.S. New

stateside companies are always noteworthy, but this one's gone ahead and joined the fray with a model so good that it deserves all the headlines it can get. In fact, Esval Models' new 1:43 scale resin-cast 1941 One Eighty Seven-Passenger Limousine is as fine as anything we've ever seen at twice the price. Photos and scale drawings show that every line and detail of the body (not to be confused with the LeBaron version) is exactly right; the resin casting and black finish are literally flawless, and the details are complete with exquisite scale fidelity. The accurate '41 grille has exceptionally thin photo-etched bars, and the headlights have clear lenses, while the running lights above them have frosted lenses with a thin chrome strip (really ... how did they do that?). Even the tiny clear tail of the mascot is done to scale. Side and hood moldings, window surrounds, perfectly scaled legible "One Eighty" scripts, and the segmented hood hinge are photo-etched, while everything else is done with bright plated parts. Interior details are as fine as the exterior, with very realistic wood-grain trim on the dash and upper door panels, the speedometer, radio panel, and glove box. It's all here, from the correct upholstery patterns to the separately cast and plated inner door handles and detailed ashtrays.

Every dimension is virtually perfect, and below it all is nice frame, suspension, and drivetrain detail on the baseplate, which rides on accurate wheel covers with fully detailed red "Hexad" centers and wide whitewall tires. When something is this good, introductions get a lot easier. We can't wait to see what Esval brings out next. This one, and the 1942 variant, which is also currently available, comes very highly recommended.

SOURCES

Esval Models esvalmodels.com