SECTION OF
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Advertisement Advertisement

The World's Finest Motor Cars

ON THE COVER

The PACKARD Hardtop

The newest hardtop to bear the Packard name, this original car has an expanse of glass that makes it truly panoramic. You ride in airy openness or weather-proof comfort under the protection of one of the most graceful yet strongest roofs on the road.

MERCEDES-BENZ 300d Automatic

This motor car of unsurpassed elegance represents a pinnacle in the art of automotive manufacturing. Its four large windows lower completely out of sight; its four-door length and classic lines give it a regal appearance. It has a fuel injection engine; the transmission is automatic.

The Studebaker GOLDEN HAWK

This is America's family-sized sports car. The concept of its sports lines comes from the Continent; its powerful acceleration and smooth cruising comes from a supercharged 175 hp V-8 engine. It is a high-performance car of high popularity, to give all in a family the pleasure of sports car ownership.

The World's Finest Motor Cars

In the plants of Studebaker-Packard Corporation, there is a combination of craftsmanship and engineering skill which year after year produces new advances in the styling, construction, performance and efficiency of automobiles. Consistently, design features which later become standard in automotive production appear first on a Studebaker, on a Packard or perhaps on a Studebaker truck or special utility vehicle.

Today, this automotive engineering and craftsmanship, which holds such an eminent position in America, is linked with the best of Europe: the manufacturers of Mercedes-Benz motor vehicles —the firm of Daimler-Benz A.G., of Stuttgart-Unterturkheim, Germany.

The famed Mercedes-Benz cars, produced by the world's oldest automobile manufacturers, are now sold in the United States through strategically located dealers of Studebaker-Packard. In addition, engineering designs evolved for Mercedes-Benz cars are now also available for use in Studebaker-Packard products.

Thus, the finest of motor cars, the finest produced both here and abroad, are now available through Studebaker-Packard. And the foremost automotive engineering of two continents is likewise combined through Studebaker-Packard for continued product leadership.

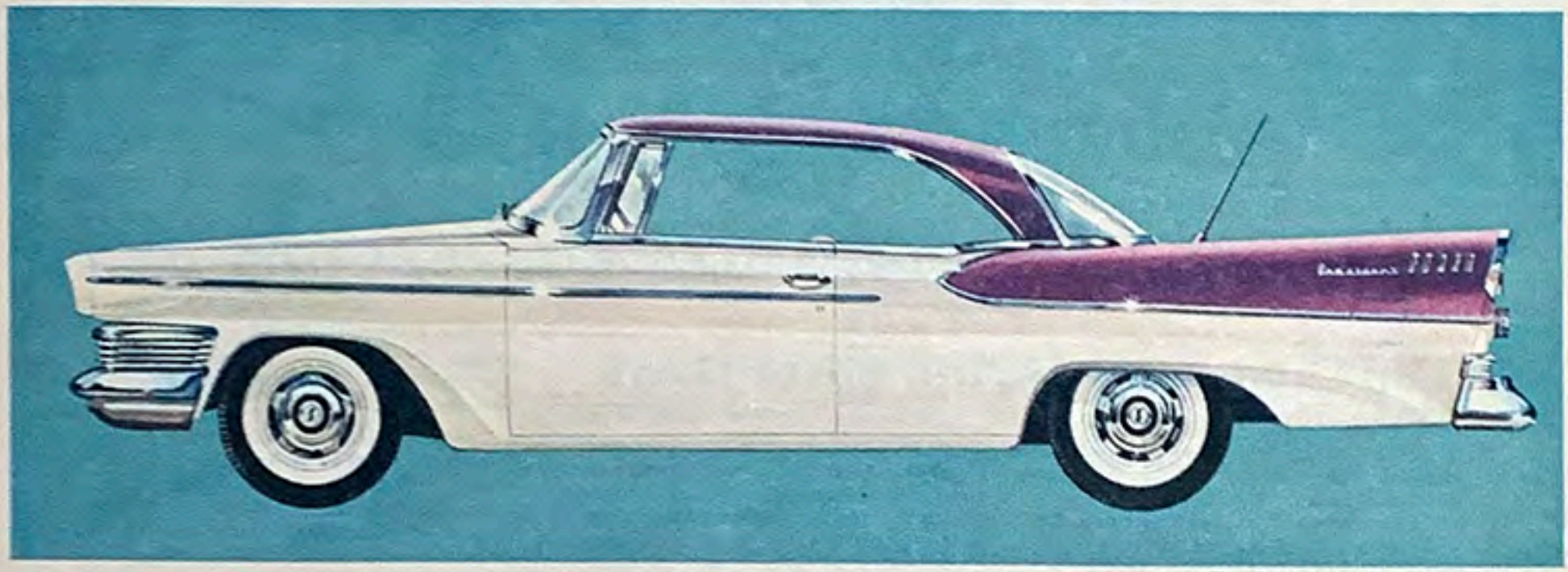
This advertising section has been prepared by Studebaker-Packard Corporation. It pictures and describes the new 1958 Studebaker and Packard models and imported Mercedes-Benz motor cars.

Advertisement

From the home of the Golden Hawks

High Fashion

in Good Taste makes Studebakers and Packards Design Leaders in 1958



The Studebaker President Hardtop

Thirteen New Studebakers...Four New Packards Feature Styling *Plus* Craftsmanship

A new luxury look, the long and low look of a Flight-Stream silhouette, distinguishes the new Studebakers and Packards of 1958. It is a look of high fashion; it is modern, distinctive and different. Yet the functional efficiency of design produces a highly important result: *style in the best of taste.*

This high fashion is featured throughout all the 1958's . . . in brilliant new hardtops, in sedans and station wagons and in the leaders of the line: the famous Golden Hawks and Silver Hawks.

From the Hawks, with their sports car heritage from the Continent, comes the inspiration for the sloping hoods, the fins and streamlined roof that give all the 58's their dashing appearance.

Entirely new is the Packard line . . . four cars of such distinctive appearance that they are surely the most original cars on the American road today.

Luxury Level Ride

Interiors, too, set these new cars apart . . . with color-correlated, deeply cushioned upholstery in a choice of colors that gives the owner an opportunity for individual expression.

In all models there is Luxury Level Ride, a Studebaker-Packard engineering achievement in chassis design, in springs and suspension system, for driving comfort with a light or heavy load on any road.

In this special section are shown the new 1958 Studebakers and Packards, plus leading models of the famed Mercedes-Benz motor cars sold and serviced through strategically located Studebaker-Packard dealers.

Studebaker PRESIDENT Hardtop

A completely new Studebaker making its debut in 1958, this President combines all the airy freedom and gaiety of a convertible with the all-weather comfort of a sedan. It has the versatility possible only with a hardtop design. On a sunny day, on a balmy night, you ride with all windows down. With no center post, the car is wide open to the wind and your mood. But comes cold or rain or snow, four windows close smoothly with snug weatherproof comfort. The President Hardtop is powered by the responsive Sweepstakes 289 V-8 engine.

Advertisement

The Studebaker Golden Hawk

America's Family-Size Sports Cars

The Golden Hawk and Silver Hawk

If you've looked forward to the moment when you *and your family* could enjoy the pleasure of sports car ownership together, then your next car should be a Golden Hawk or Silver Hawk. These are the cars that started a trend in America . . . sports car fun for an *entire* family. The 1958 Golden Hawk is everything you'd expect in a true sports car, from powerful acceleration of its supercharged 275 hp V-8 engine to its exterior styling and faultlessly appointed interior in a concept from the Continent. Dozens of safety and comfort features complete this all-new picture of automotive efficiency, including oversized finned drum brakes with 172.4 sq. in. of lining area, mechanical superiorities in steering design and shock control, special acoustical ceilings to cushion traffic sounds.

The Golden Hawk instrument panel includes tachometer, speedometer, vacuum-manifold pressure, gas, ammeter, oil pressure and temperature gauges arranged for quick reading. Directly below are toggle switches and ignition switch, conveniently located. Experts rate this panel "best of industry."

The Silver Hawk has the same sports car lines as the Golden Hawk, the same family capacity. You have a choice of nine power teams for the Silver Hawk: 101, 210 or 225 horsepower, with Flightomatic transmission, Overdrive or standard shift to suit your driving habits and local traffic.

For a family car . . . for a sports car . . . for a combination of both—the Golden Hawk and Silver Hawk are cars that bring back the fun of motoring.

Supercharged V-8 Power

Studebaker-Packard achieves new heights in engine performance efficiency by coupling a variable speed centrifugal supercharger to a 289 cu. in. V-8 engine—for Golden Hawk and Packard Hawk. Two-engines in one, it is a responsive V-8 for traffic and normal driving, plus extra power for lightning acceleration, for hills and highways. The supercharger cuts in automatically as needed to compress incoming air and force a greater fuel-air mix into cylinders for combustion. The result: as much as 46 per cent more power.

Sweepstakes V-8 of 289 cubic inches develops 225 hp with 4-barrel carburetor, or 210 hp with 2-barrel. It has 8.3 to 1 compression ratio . . . it is a high efficiency engine of "short-stroke" design (bore equal to or greater than stroke) which cuts friction, prolongs engine life and improves fuel mileage. It has instant response.

Sweepstakes 259 V-8 engine of 180 hp is an improved short-stroke design that lessens power-wasting friction, increases power for starts and passing, lengthens engine life and lowers fuel consumption. Compression ratio is 8.3 to 1. With optional 4-barrel carburetor, this engine develops 195 horsepower.

Sweepstakes 185 L-head Six has a 7.8 to 1 compression ratio; full-pressure lubrication; moisture-proof ignition; a Celoron timing gear that runs quietly, never needs adjustment; five automatic controls, and water jackets running full length of cylinder walls for positive cooling and dependable economy.

Advertisement

The Studebaker Commander 4-Door Sedan

Commander and Champion Sedans Have New Luxury Look

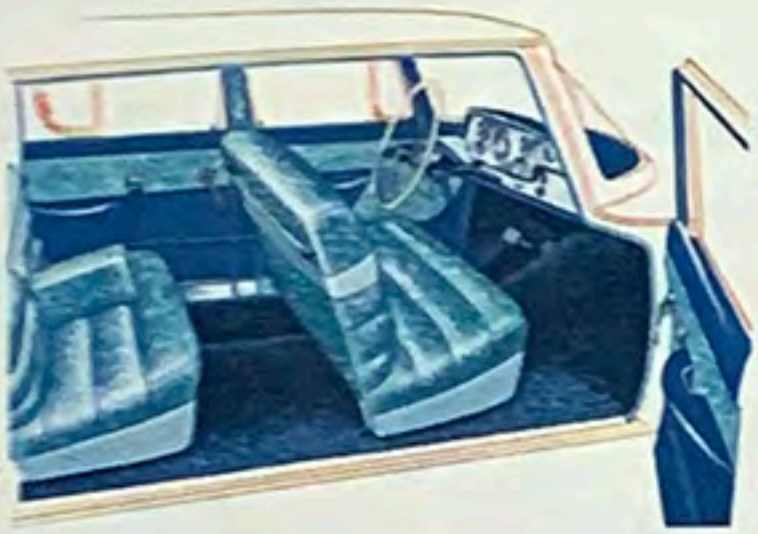
Long known for value, the names Commander and Champion take on a new deluxe meaning this year. They are (as a pleasant fact) basically low-priced cars. Yet they offer a luxury which only Studebaker could provide and still maintain quality and safety from front grille to rear fins. This pair has a wheelbase of 116.5 inches . . . length for a smooth "between-the-wheels" ride. It is length for four doors of wide convenience, length for leg room and knee room, length for a massive hood forward and a long luggage compartment aft. The exterior styling and luxury of the Commanders and Champions are evident, blocks away. But equally important are the interior features: box-section structural members to make the body a shield of steel; variable rate front springs and variable ratio steering—both for easy driving; brakes with the safest ratio of area to weight in their class, safety cone steering wheels, rubber-insulated chassis and noiseless rear axle. And you may add at slight extra cost Studebaker's exclusive Twin Traction, power steering and power brakes, Flightomatic transmission or Overdrive.

The Champion 2-door sedan is beauty on a budget. Ease of ride comes from 116.5" wheelbase and Studebaker's combination of all-new suspension and one-piece driveshaft. Powering this car and the Champion 4-door sedan is the Sweepstakes L-head Six engine. It delivers 101 hp and is America's most economical power plant. Commander engine is Sweepstakes V-8 of 180 hp (191 with optional 4-bbl. carb.).

The Studebaker Silver Hawk

Advertisement

The Packard 4-Door Sedan



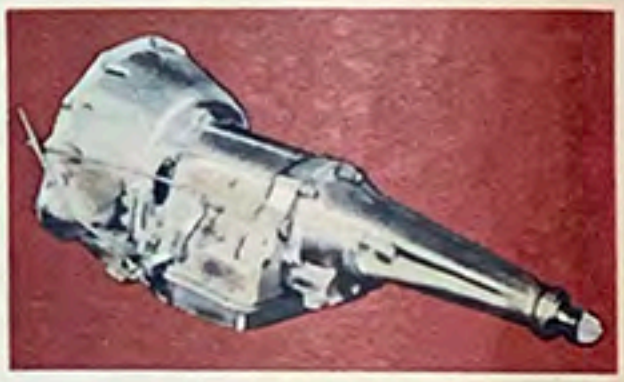
The New 1958 Packards

Most Original Cars On the Road Today

Luxurious Seats and Generous Space provide maximum legroom and unsurpassed comfort in the Packard sedan. There are flush-with-the-floor door sills. Beautiful upholstery is color-keyed to the car's exterior. Everything for passenger and driver comfort is right at hand: padded arm rests, ash trays, coat hooks, cigarette lighter and an electric clock.

Power Brakes let you tip-toe your Packard to a safe, smooth stop with minimum effort. Finned drums virtually eliminate brake fade. Power brakes are standard.

Flightomatic Transmission is another standard Packard feature. It provides instantaneous get-away and the convenience of no-clutch automatic control of up-shifting and down-shifting.



Optional Twin Traction automatically sends driving power to wheel with best traction, instead of wheel with least traction as in conventional rear axles. It gives you sure-footed going for snow, ice, mud or sand . . . keeps car straight when a wheel hits soft shoulder or slippery spot.

Hideaway Rear Seat is optional feature on all Studebaker-Packard station wagons. It flips up easily to provide plenty of room for two adults or three children. Folded down, it leaves full floor area free. Seat fits in spare tire space; four special double chamber "Captive Air" tires replace usual set.

Cargo Compartment of station wagon is big . . . almost 8 feet long and 5 feet wide . . . all useful space. Tail-gate folds down to easy loading height. Strong side supports permit using tail-gate as extra area for long loads . . . an aid in carrying sports equipment, garden tools, etc.

Advertisement

The Packard Hardtop

The silhouette of the new Packard is long, graceful and low, emphasized by a forward-sloping hood of design from the Continent and flaring sweep of slender fins. In fact, these Packards are the most original cars on the road.

Executive Luxury

The Packard Sedan: luxury greets you in this distinctive car. Seats are soft, deep and invite complete relaxation. For the driver, pleasure awaits behind the wheel of this powerful Packard. Power brakes and precise steering combined with a powerful and super-efficient V-8 engine make driving both effortless and safe.

Style Pace-setter

The Packard Hardtop: you will be impressed by the tremendous expanse of glass that surrounds you . . . making this Packard truly panoramic. Sunlight streams in . . . on warm days, with windows lowered out of sight, you'll revel in open breezes under the protection of one of the most graceful yet strongest roofs on the road. Driving is a joy. Packard V-8 power levels hills, allows safer, easier passing, while its Luxury Level Ride turns poor roads into good ones. The Packard Hardtop is a pace-setter in style . . . in engineering . . . in performance . . . in value.

Versatile Wagon

The Packard Station Wagon: this design is for today's town and country living, with both passenger car comfort and station wagon capacity. Here is a wagon with V-8 pep and power, a country sedan with luxurious interiors and Luxury Level Ride, which can carry as many as eight in comfort. It has the exclusive Studebaker-Packard system of dual rear springs. With normal load, one set maintains cushioned comfort; with heavy loads and on rough roads, a second set goes into action to maintain the cushioned ride. With this Packard, you can have load and lightness, too!

Optional Features

All optional features are available on the 1958 Packards. Power steering, power windows and seats add ease to luxury. Twin Traction adds safety and extra "dig" in mud or snow. Air conditioning, too, is available.

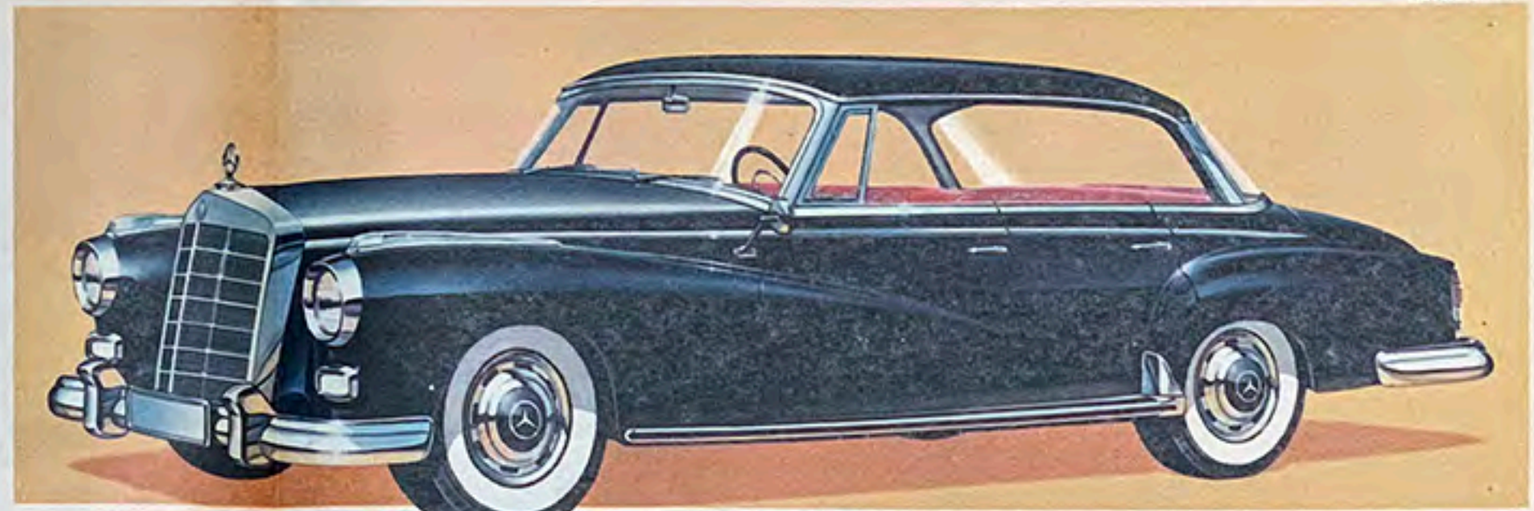
(See the new Packard Hawk on rear cover, this section)

Wheels with distinctive Packard insignia are 14-inch as standard

The Packard Station Wagon

MERCEDES-BENZ

The Most Desirable Cars in the World



The Mercedes-Benz 300d is *the* pinnacle of achievement in the art of manufacturing automobiles. The only support for the roof is provided by slender pillars of great strength, front and rear, and the four large windows lower completely out of sight, allowing an unprecedented panorama, and bestowing the 300d with a distinctive, regal appearance unmatched by any car on the road. The renowned Mercedes-Benz fuel injection engine is complemented by a specially-designed automatic transmission.

Mercedes-Benz motor cars, embodying the experience of seven decades, represent a combination of top performance, classical beauty, and workmanship of the highest order. The complete line of these precision-built cars — sedans, coupes, convertibles, sports roadsters and luxury limousines — are now sold in the United States exclusively through Studebaker-Packard.

Throughout all the world, these cars are known for driving ease and comfort, for outstanding roadability and handling, for power and performance . . . and long years of service life. Featured here are three of the current types, to show the lines and engineering features typical of Mercedes-Benz. Basic specifications of all cars are shown on pages 14-15.

From the first gasoline-driven cars of the world, to the victorious sports and Grand Prix cars, Mercedes-Benz automobiles have won a world-wide reputation for the advanced quality of their engineering and construction symbolized by the famous three-pointed star.

Fuel Injection Efficiency

The Mercedes-Benz three-liter engine, standard on the 300d and 300 SL Roadster, is characterized by an amazing smoothness and tractability throughout its entire range, due to the action of the highly efficient fuel injection system. This new design considerably increases the torque of the engine while maintaining minimum fuel consumption. It also produces much livelier acceleration. An extra fuel pump, which works automatically, has been installed. It has the advantage of supplying equal quantities of fuel to all

cylinders, when starting. All in all, fuel injection provides you with a new experience in driving pleasure: smooth power, rationed by a touch of your toe.

Swing Axle Roadability

The Mercedes-Benz single-joint swing rear axle complements the independent wheel suspension in front, providing an unusually well-balanced suspension. This time-proven engineering advance, teamed with the very stable tubular frame, works with coil springs and telescopic shock absorbers to insure excellent road-holding and trueness of track under all driving conditions.

Fashionable Fitted Luggage

In order to make the large carrying capacity of the Mercedes-Benz trunks even greater, attractive fitted luggage

is available in either leather or fabrics.

Cases are matched to fit precisely in the trunk; there is no worry about the stowing of luggage. Sedans and coupes all have about 18 cubic feet of usable space in the trunk. Custom models also have large pockets on the front doors, an added convenience for carrying maps, papers and touring information.

Smallest Details Engineered

Even Mercedes-Benz door latches are engineered to stay tightly shut, never rattle. Due to an ingenious design, the tapered-cone door latches tighten on each other as the door is closed.

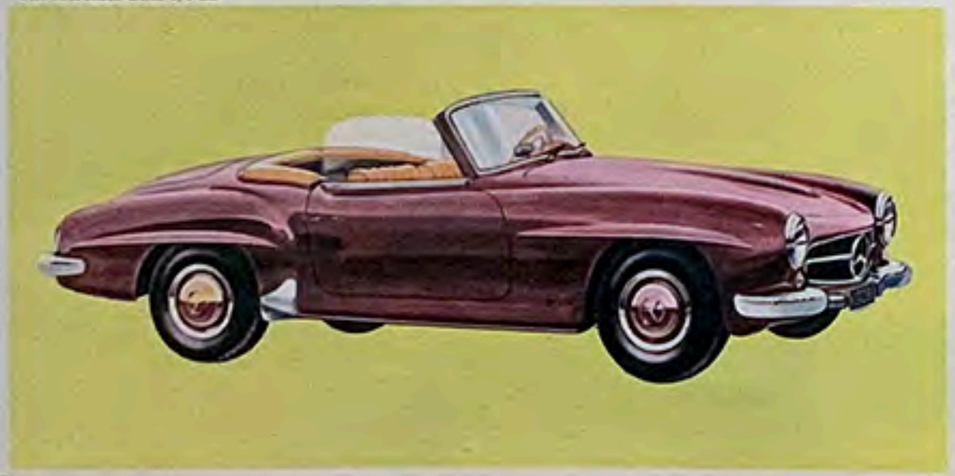
Turbo-Cooled Brakes

Immense brakes with turbo-cooled drums provide smooth, no-fade stops even from cruising speeds. Fins dissipate heat for high braking efficiency.

The accumulated experience of over half a century of racing, on tortuous Grand Prix courses, goes into brake designs for your safety in daily driving.

Handcrafting is evident throughout every Mercedes-Benz. The luxurious interior of the 300d is an invitation to the most comfortable travel imaginable. Arm rests, ash trays and huge door pockets aid passenger comfort and convenience. A glass partition for chauffeur-driven cars can be fitted on request.

The Mercedes-Benz 190 SL



The Ghosts of Sindelfingen

There is an almost indescribable magic in the howl of a powerful engine, in the ghost-like blur of color and the hum of a receding exhaust note as a Mercedes-Benz flashes along the road.

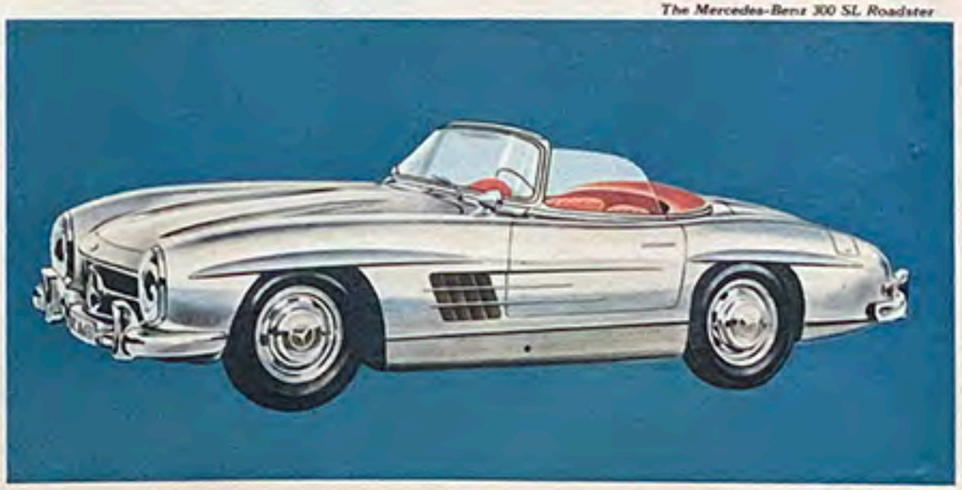
In Sindelfingen, an ancient German town near Stuttgart, West Germany, where Mercedes-Benz cars are manufactured, this is a daily occurrence. Mercedes-Benz 300 SL Roadsters and 190 SLs assembled in the nearby body plant whisk by, en route to road tests, to be put through their paces in the hands of skilled drivers.

Daily, the people of Sindelfingen pay these cars a great tribute. However frequent a sight they are on the streets of Sindelfingen, heads still turn and people watch every Mercedes-Benz go by.

Driving is always fun in the beautiful 190 SL Roadster. High performance is matched by comfort in the form of hand-stitched leather seats, a weather-proof top (or detachable hardtop) and roll-up windows. A special seat for a third passenger can be fitted in the rear. Thoroughbred handling qualities and brakes of very high efficiency make the 190 SL delightful on long trips on any road.

The Peer of the world's production sports cars is *this* car, the 300 SL Roadster. It combines outstanding performance with the all-weather protection of a snug top and roll-up windows. Seats and appointments are luxurious for such a high performance car. Fuel injection makes the 300 SL Roadster an unusually tractable automobile. It can accelerate smoothly, in top gear, from 15 mph to top speed.

The Mercedes-Benz 300 SL Roadster



Advertisement

The Studebaker Commander Hardtop

For All-Weather Driving Pleasure...

the all-new Commander Hardtops

Flight-Style instrument panel of 1958 has all of the operating indicators and switches grouped together for easy vision. Switches are of modern aircraft type and all are base-lighted. One glance reviews all the instruments, including the Magna-Dial speedometer. Eyes are away from road for minimum time.

The owner of a Commander Hardtop gazes at both his car and his bank balance with glowing satisfaction. This car has *style*: the 1958 series is the first produced and the design is as modern as tomorrow. It has power: a V-8 engine of 180 horsepower, or 195 with optional four-barrel carburetor. It has safety: in steel body, in steering, in springs and brakes. And it has value, for with all its style and performance, its price leaves the bank balance in a healthy state.

This Commander gives you complete flexibility in motoring. Business trip or holiday . . . commuting, shopping or scurrying to school, the windows vanish at your wish and all the openness of out of doors is part of your car when weather's fine. But when you want snugness, this new Commander has it! Both the door and rear windows are capped by a positive all-weather seal. It is Arctic-tight in sleet or snow, in driving rain.

In its price field, the Commander Hardtop is unchallenged. You get value when you buy . . . as you drive . . . and again when you sell, for this is an all-new car that sets an all-new high in hardtop comfort, style and driving fun.

The low and large look of the Commander Hardtop comes from the fact that it is a big solid-built car with a wheelbase 116.5 inches in length. Wide hood lines mark all the series, as well as dual headlights.

Modern-Age Interiors

Wide seats of the Commander Hardtop are covered with smart but durable fabrics to match its airy openness. Eye-catching blues, greens, tans and grays give you a wide range of choice to complement the exterior finish you select. Seats of Sawtooth Cloth have vinyl caps in the standard interiors, while five all-vinyl interiors (including Charcoal and Parade Red) are available at slight extra cost.

Studebaker Safety-Built Frame . . . Carrying the Commander is a frame with four double-flanged, box-section cross-members. Box-section construction, one of the strongest of all structural forms, resists shocks, tension, rattles and squeaks. Engine is insulated from frame by rubber mounts. Power thrust and braking action is applied through the rear springs via Hotchkiss drive, for road stability and cushioned ride. And Studebaker's rear axle is specially designed for quietness as well as strength and long life. One-piece driveshaft leading to this axle is new feature for 1958 . . . with lower "tunnel" and better footroom.

Soft over all roads, rough or smooth, is the Commander's Luxury Level Ride. Front wheels are independently mounted and cushioned by exclusive Studebaker variable rate coil springs —soft for boulevards, yet so strong they cancel out the roughest bumps. New longer rear leaf springs are mounted asymmetric to the rear axle for improved anti-dive action and smoother, improved handling.

Advertisement

The Studebaker President 4-Door Sedan

Four Doors Leading to Luxury

in Sedan and Station Wagon

Heading the parade of 1958 Studebaker sedans is the President. Five chevrons on its graceful new fins are the quality mark which Studebaker craftsmen place on leading cars of the line. In appearance it *is* a leader, with the long, low roof line of 1958 Studebakers and 14-inch wheels for a lower silhouette, with torpedo panel accenting the rear fins. In performance, it is equally outstanding, the powerful and efficient Sweepstakes 289 V-8 engine providing instant response. Front wheels are independently mounted; variable rate front coil springs "eliminate" both large and small bumps; longer, asymmetric rear leaf springs kill brake "dive" and acceleration "dig-in". The President has two new link-type stabilizer bars.

In all, it rides smooth on any road; corners well without tilt; stops without pitch. The brakes are designed for the performance and weight that goes with 225 horsepower, for they are finned for unmatched "fade" resistance, self-energized for braking ease, and self-centering for long service life. As with all Studebaker models, the President has the added safety feature of a body built with box-section construction, one of the strongest known structural forms. You and your family are literally protected by a shield of steel.

The Provincial Station Wagon

The clean trim line of the hood, the "four lights in a row" open-road driving protection, the eye-winning Hawk-styled rear fender fins and tail-lights, the double safety-lock four doors, the neat and colorful Naugahyde and vinyl upholstery . . . all mark the 1958 Provincial as a standout wagon in the standout Studebaker line. Added to all its distinctive styling advances are the comfort and performance features that distinguish all Studebaker cars.

There's more than ample seat room and leg room for six adults (room for eight with optional Hideaway rear seat) . . . converts in a jiffy to an extra-large cargo compartment. You enjoy luxury sedan comfort when you're traveling light, yet two-stage rear springs take over and prevent "bottoming" when your Provincial is fully loaded. The V-8 engine gives you that fast getaway and immediate pickup that are so important in traffic, with the kind of operating economy that you expect only from a *Studebaker V-8*. All in all, the Studebaker Provincial will make you proud you own it . . . in traffic, on the turnpike, or in the Country Club parking lot!

The Studebaker Provincial 4-Door Station Wagon

Advertisement

The Studebaker Scotsman 4-Door Sedan

America's Lowest Priced Three...

The Scotsman Series

Full size, full comfort, full utility and maximum economy: that's the Scotsman series of sedans and station wagon. It seems almost unbelievable that you could get not only full-sized sedans but a station wagon at such low prices, but it's true. And you get triple economy with the Scotsman. *Economy when you buy* . . . yet the low price includes such extras as heater, defroster, directional signals—everything you need for safety and comfort! *Economy as you drive* . . . up to 29 miles per gallon and all other costs low to match. Economy *when you trade* . . . a proven fact based on Studebaker's historically high resale value.

The Scotsman station wagon gives you the spacious comfort of a 6-passenger sedan of smart, functional styling that won't go out of date in one year . . . plus more than 93 cubic feet of cargo space with the rear seat down. An optional Hideaway Seat provides room for two extra adults or three children. With seat down, full 93 cubic-foot area is usable.

For work or play, this all-purpose Scotsman wagon is not only today's best value . . . it's tomorrow's too, because the traditional extra craftsmanship built into all Studebaker cars assures depend-

Speedometer dial with magnifying lens shows at a glance the precise driving speed.

Cargo compartment of Scotsman wagon is almost eight feet long and five feet wide, with total carrying space of 93 cubic feet with rear seat and tail-gate down. With seat up, the cargo area is 66 inches long.

Hideaway Seat, an optional extra, gives plenty of room for two adults or three children. Seat goes in space for spare tire; wagon is then equipped with four nylon cord double-chamber "Captive Air" tires.

Scotsman tail-gate is strongly braced on both sides, and gives useful floor length of 92 inches for boats and sports equipment, tools, any long and bulky cargo. Tail-gate folds flat with floor for easy loading.

Advertisement

The Studebaker Scotsman 2-Door Sedan

able low-cost service and lowest depreciation of all cars in its class.

Choice of Sedans

Scotsman sedans give you a choice of two or four doors. Both cars have ample room for six persons in comfort; both have full-sized trunk.

For your only car . . . for your extra car . . . for business use or family use . . . the versatile Scotsman is today's best value: a car that's smart to buy, a car you drive with pride.

Sweepstakes Six L-head engine of Scotsman is most economical, easiest-to-service powerplant on the market. It has four automatic controls, moisture-proof ignition, 12-volt electrical system and full-pressure lubrication.

Functional interior is built for hard family use. Style-wise beauty is combined with durability, for long years of value. There's full head room, front and rear, with 1958 Flight-Stream roof-line. Front seat has 3-way adjustability.

Scotsman is full-sized all over; there's no skimping on luggage space. You can carry the family's complete vacation luggage, plus spare tire and wheel. Note how lid counter-balances for access to entire trunk.

The Studebaker Scotsman Station Wagon

Advertisement

MERCEDES-BENZ

In 1883, Gottlieb Daimler built the world's first high revolution gasoline engine.

In 1884, Karl Benz obtained the world's first patent for a motor vehicle.

In 1926, these two pioneering manufacturers joined in a merger to form the present Daimler-Benz A.G., Stuttgart, West Germany.

Today, Daimler-Benz builds the world's finest automobiles—the Mercedes-Benz—and produces diesel powered trucks and tractors, and diesel engines from 10 to 3000 horsepower for marine, rail and industrial uses.

The company exports from Germany to 128 foreign countries through more than 1,100 agencies and distributors and operates assembly and production facilities in 27 foreign countries.

Daimler-Benz today employs 53,000 in Germany and an additional 13,000 outside Germany.

Studebaker-Packard

Beginning as wagon manufacturers in 1852, the Studebaker Brothers produced a 16 horsepower gasoline powered car in 1904 at South Bend, Indiana.

In 1899, the Packard Motor Company produced a 12 horsepower car at Warren, Ohio.

In 1954, Studebaker-Packard Corporation was formed through a combination of these two companies. Today, Studebaker-Packard Corporation manufactures a complete line of passenger cars, trucks, and station wagons which are distributed throughout the world and sold by more than 2,400 dealers in the United States and Canada. The company pioneered modern supercharged engines, low silhouette jet styling, Twin Traction rear axles, torsion springing and finned, air-cooled brakes.

The company's products are assembled in plants operating in 11 foreign countries.

Studebaker-Packard Corporation employs 9,000 persons at South Bend, Indiana.

SPECIFICATIONS

STUDEBAKER MODELS	Engine	Bore & Stroke	Compression Ratio	Horsepower max. @ rpm	Torque max. ft. lbs. @ rpm
Scotsman 2-Door	185 L-Head Six	3" x 4.38"	7.8 to 1	101 @ 4000	152 @ 1800
Scotsman 4-Door	185 L-Head Six	3" x 4.38"	7.8 to 1	101 @ 4000	152 @ 1800
Scotsman Station Wagon	185 L-Head Six	3" x 4.38"	7.8 to 1	101 @ 4000	152 @ 1800
Champion 2-Door	185 L-Head Six	3" x 4.38"	7.8 to 1	101 @ 4000	152 @ 1800
Champion 4-Door	185 L-Head Six	3" x 4.38"	7.8 to 1	101 @ 4000	152 @ 1800
Commander Hardtop	259 OHV V-8	3.56" x 3.25"	8.3 to 1	180 @ 4500	260 @ 2800
Commander 4-Door	259 OHV V-8	3.56" x 3.25"	8.3 to 1	180 @ 4500	260 @ 2800
President Hardtop	289 OHV V-8	3.56" x 3.63"	8.3 to 1	225 @ 4500	305 @ 3000
President 4-Door	289 OHV V-8	3.56" x 3.63"	8.3 to 1	225 @ 4500	305 @ 3000
Provincial Station Wagon	259 OHV V-8	3.56" x 3.25"	8.3 to 1	180 @ 4500	260 @ 2800
Silver Hawk Six	185 L-Head Six	3" x 4.38"	7.8 to 1	101 @ 4000	152 @ 1800
Silver Hawk V-8	289 OHV V-8	3.56" x 3.63"	8.3 to 1	210 @ 4500	300 @ 2800
Golden Hawk	289 OHV V-8#	3.56" x 3.63"	7.8 to 1	275 @ 4800	333 @ 3200
PACKARD MODELS					
The Packard Hawk	289 OHV V-8#	3.56" x 3.63"	7.8 to 1	275 @ 4800	333 @ 3200
The Packard Sedan	289 OHV V-8	3.56" x 3.63"	8.3 to 1	225 @ 4500	305 @ 3000
The Packard Hardtop	289 OHV V-8	3.56" x 3.63"	8.3 to 1	225 @ 4500	305 @ 3000
The Packard Station Wagon	289 OHV V-8	3.56" x 3.63"	8.3 to 1	225 @ 4500	305 @ 3000
MERCEDES-BENZ MODELS					
Type 180 D	4-cyl. Diesel	2.98" x 3.94"	19 to 1	46 @ 3500	77 @ 2000
Type 180	4 cyl. ohc	3.32" x 3.30"	6.8 to 1	74 @ 4700	104 @ 2800
Type 190	4 cyl. ohc	3.34" x 3.30"	7.5 to 1	84 @ 4800	107 @ 2800
Type 219	6-cyl. ohc	3.16" x 2.88"	8.7 to 1	100 @ 4800	130 @ 2700
Type 220 S	6-cyl. ohc	3.16" x 2.88"	8.7 to 1	120 @ 5000	137 @ 3800
Type 220 S w/c	6-cyl. ohc	3.16" x 2.88"	8.7 to 1	120 @ 5000	137 @ 3800
Type 300d Automatic	6-cyl. ohc†	3.34" x 3.47"	8.55 to 1	180 @ 5500	192 @ 4500
Type 190 SL	4-cyl. ohc	3.34" x 3.28"	8.5 to 1	120 @ 5800	114.25 @ 3800
Type 300 SL Roadster	6-cyl. ohc†	3.34" x 3.47"	8.5 to 1	240 @ 6200	228 @ 5000

#Supercharged †Fuel Injection

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Tires	Wheelbase	Overall Length	Overall Width	Height Loaded	Turning Diameter: L—r.	Shipping Weight
6.40-15	116.5"	202.4"	75.8"	58"	39.5'–38.5'	2695
6.40-15	116.5"	202.4"	75.8"	58"	39.5'–38.5'	2740
6.40-15	116.5"	202.4"	75.8"	61.5"	39.5'–38.5'	2870
6.40-15	116.5"	202.4"	75.8"	58"	39.5'–38.5'	2795
6.40-15	116.5"	202.4"	75.8"	58"	39.5'–38.5'	2835
7.50-14	116.5"	202.4"	75.8"	57.5"	39.5'–38.5'	3285
7.50-14	116.5"	202.4"	75.8"	57.75"	39.5'–38.5'	3185
7.50-14	116.5"	202.4"	75.8"	57.25"	39.5'–38.5'	3365
8.00-14	120.5"	206.4"	75.8"	57.5"	41'–40'	3365
8.00-14	116.5"	202.4"	75.8"	61.5"	39.5'–38.5'	3420
6.40-15	120.5"	204"	71.3"	54.75"	41'–40'	2810
7.50-14	120.5"	204"	71.3"	54.75"	41'–40'	3210
8.00-14	120.5"	204"	71.3"	54.75"	41'–40'	3470
8.00-14	120.5"	205.1"	72.6"	54.75"	41'–40'	3550
8.00-14	120.5"	213.2"	76.9"	57.5"	41'–40'	3675
8.00-14	116.5"	209.2"	76.9"	57.25"	39.5'–38.5'	3675
8.00-14	116.5"	206.2"	76.9"	61.5"	39.5'–38.5'	3750
6.40-13	104.38"	175.63"	68.50"	61.40"*	36'	2645‡
6.40-13	105.00"	175.00"	68.50"	61.40"*	36'	2570‡
6.40-13	104.38"	176.56"	68.50"	61.40"*	36'	2645‡
6.40-13	108.25"	182.69"	68.50"	61.40"*	36'	2780‡
6.70-13	111.00"	185.50"	68.50"	61.40"*	36'	2955‡
6.70-13	106.31"	185.00"	70.50"	60.25"*	36'	3065‡
7.60-15	124.00"	204.31"	73.25"	64.00"*	38'	4400‡
6.40-13	94.50"	166.00"	68.50"	52.00"*	36'	2513‡
6.70-15	94.50"	179.88"	70.47"	51.00"*	37'	3000‡

*unloaded ‡curb weight

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