

From the Home of  
the Golden Hawks...



# The Packard Hardtop



## **Airy, Graceful, Panoramic... Here is the Hardtop with the Most Original Styling on the Road**

Whether you drive it or relax deep down on the luxurious seats, you will be impressed by the tremendous expanse of glass all around the car that makes this Packard truly panoramic. Sunlight streams cheerfully inside. On warm days, with the windows lowered out of sight, you'll revel in a convertible-like breeze under the protection of one of the most graceful yet strongest roofs on the road. And you motor in style, the most advanced styling in America, in this most original of cars. The Packard's sleek front end takes its inspiration from the Continent. Dual headlights in a distinctive jet-type nacelle stamp *the* Packard Hardtop with the fine car elegance it merits. Driving is a joy. Packard power levels hills, allows safer, easier passing, while Luxury-Level Ride, large finned brake drums and power brakes turn poor roads into good ones, make stopping smooth and safe. *The* Packard Hardtop is a pace-setter in style... in engineering... in performance... in value.



**Distinction, with a flair for the fashionable,** marks *the* Packard Hardtop as one of the loveliest and most original cars you'll ever see. The Packard's distinguished grille and down-swept hood is tastefully complemented by a long, lithe line that blends harmoniously into tasteful fins and beautifully crafted tail-light assemblies. Safe, brilliant illumination for night driving is provided by handsome dual headlights.



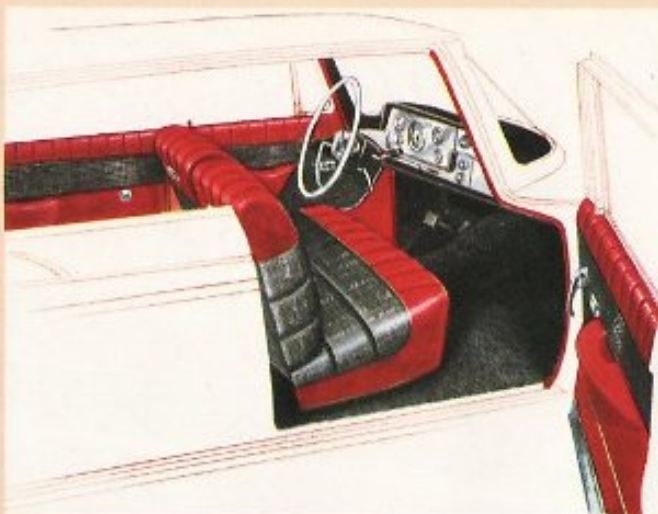
**Luxury interiors** keynote the Packard Hardtop. Beautiful fabrics keyed to exterior colors, a clock, coat hooks, arm rests, ash trays . . . everything for your comfort is there, right at hand. Even the instrument panel is engineered and styled for convenience. All the instruments are sensibly grouped for quick, easy reading, plus eye-appeal. Controls on the dash are clearly marked, and carefully placed to be within easy reach of the driver. And the Packard has power to spare. Its excellent power-to-weight ratio provides you with plenty of "go" when you want it . . . when you need it. Many optional items are available too, such as power steering, Twin Traction, power windows and air conditioning . . . all at reasonable cost.

*Studebaker-Packard Corporation reserves the right to change specifications, design or price without notice and without incurring obligation. Information contained herein is from data available at time of printing.*

**Power Brakes** let you tip-toe your Packard Hardtop to a safe, smooth stop with minimum effort. Binned drums virtually eliminate brake fade; and the brake pedal, placed low to allow quick access from the accelerator, makes for safety and sureness under all driving conditions.

**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 by means of foot pressure on the accelerator. Transmission of power is always smooth and fuel consumption is kept at a minimum.

**Packard 289 V-8 Engine** is of the most modern overhead valve design and equipped with a 4-barrel carburetor. Its "short stroke" design is highly efficient, reduces friction, and adds to engine life and fuel economy. Its improved 4-barrel carburetor for '58 is performance tested to give you more efficient, more economical driving.



## SPECIFICATIONS

### The Packard **HARDTOP**

#### Engine

Name, type	Packard 289—OHV V-8
Bore & stroke (in.)	3.56 x 3.65
Piston displacement (cu. in.)	289
Horsepower, taxable	40.6
Horsepower, max. @ 1700	225 @ 4500
Torque, max. ft.-lbs. @ 1700	305 @ 3000
Compression ratio	8.3 to 1
Air cleaner	oil bath (wet type)
Carburetor	4-barrel
Crankcase capacity (add qt. for filter)	5 quarts
Cooling system capacity (add 1½ qts. for heater)	17 quarts
Fuel recommended	regular
Fuel capacity	18 gallons

#### Electrical

Battery	12-volt, 9 plates per cell, 50 amp. hr.
Generator, shunt-wound	30-amp. max. output
Starter switch	key start, safety type, lighted
Directional signals	standard

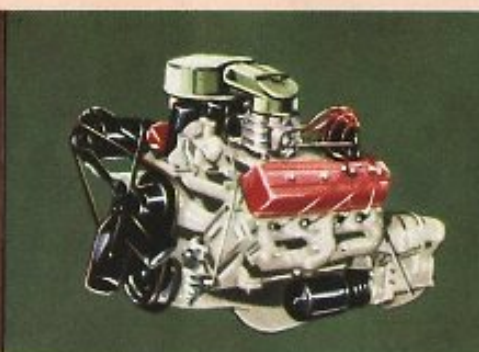
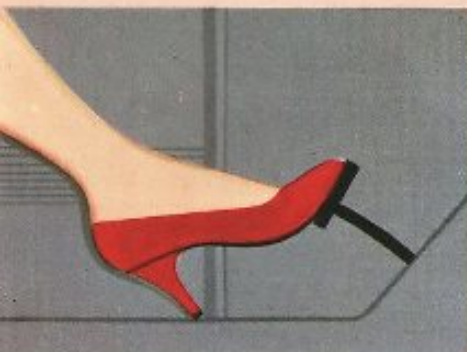
#### Chassis and Body

Transmission	Flightomatic standard; Overdrive optional/NC
Front suspension	independent wheel suspension, variable rate coil springs; telescopic, double-acting shock absorbers; link-type stabilizer bar
Rear suspension	5-leaf asymmetric springs 54" x 2.5"; full-length flanged plastic spring liners; telescopic, double-acting shock absorbers, sea-leg mounted
Twin Traction	optional
Rear axle ratio	Flightomatic: 3.51 standard; Overdrive: 4.09 standard; 3.92 or 4.21 optional/NC
Steering	cam and single lever, roller stud, variable ratio gear; symmetrical, center-point linkage; 4.5 turns lock to lock (4.25 w/power steering optional)
Brakes	hydraulic, self-centering, self-energizing; safety-finned drums with tongue and groove weather seals; 172.4 sq. in. lining area; parking brake direct to rear wheels; power brakes standard
Tires, set of 5, tubeless	8.00-14
Windshield wipers, pair	2-speed electric
Heater-defroster	Climatizer optional

**Colors** . . . . . 13 solid colors; 32 two-tones optional

#### Dimensions and weights

Overall length	209.2"
Overall width	76.9"
Overall height, loaded	57.25"
Wheelbase	116.5"
Shipping weight, lbs. (est.)	3675
Tread: fr.-rear	57.1"-56.1"
Turning diameter: l.-r.	59.5"-58.5"
Headroom: fr.-rear	55.75"-53.5"
Legroom: fr.-rear	43"-35.5"
Hiproom: fr.-rear	59.5"-59"
Shoulder room: fr.-rear	55.5"-54.5"



# Studebaker-Packard

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SEE THE OTHER PACKARDS:

THE *Packard Sedan*  
THE *Packard Station Wagon*  
THE *Packard Hawk*

Printed in U. S. A.



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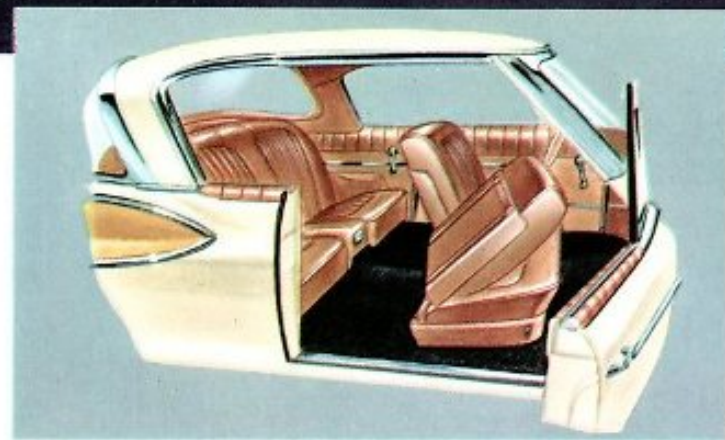


# Packard Hawk



**In the Finest Tradition of Packard Craftsmanship  
... a Distinctive New, Full-Powered Sports-Styled Car**

The newest member of a long line of distinguished motor cars . . . the power-equipped 1958 Packard Hawk combines for the first time famous Packard luxury and efficiency with dashing sports car styling. All the comfort and quality features that consumers have long associated with Packard automobiles are here . . . plus striking sports car design from the Continent with such exclusive new features as luxurious all-leather seats, weatherproof outside vinyl arm-rests, low slung European frontal styling. A sport-type simulated tire cover completes the picture of motion in action. And talk about performance! The all-new Packard Hawk is powered by a 275 horsepower V-8 engine . . . teamed with a self-lubricating, noiseless Jet-Stream Supercharger that provides quicksilver acceleration for unbearable passing ability at highway cruising speeds. Yes, it's all here in one completely unique and authentic American sports car . . . superior roadability . . . prestige luxury . . . power brakes . . . ample seating room for an entire family. But above all, when you take the wheel of your new Packard Hawk, you can be certain you have made a sound investment in quality—the same quality that has proven itself through the years with satisfied Packard customers the world over.



**That wonderful feel of real leather,** the gleam of hand-polished surfaces, the array of sports car instruments . . . these are features you note and admire instantly when you see the Packard Hawk. Front seat is wide for three; the rear seat has a fold-away center arm rest for the comfort of both passengers. It is a luxurious interior of functional design, as befits a leading car of the Packard line.

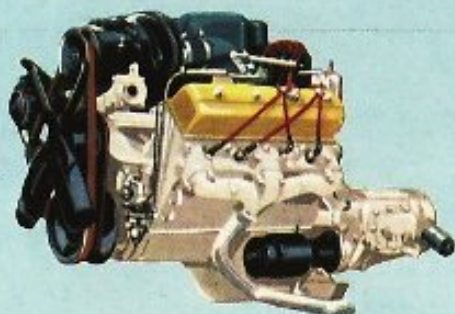


## Supercharged "Go" at the tip of your toe

Under the hood of the Packard Hawk is 275 horsepower in the form of a V-8 engine of 289 cubic inches displacement with a Jet-Stream Supercharger. Developed and refined for aircraft, and long used on automotive engines only in racing cars, the supercharger has now been successfully applied by Studebaker-Packard to a family sports car.

The Packard 289 V-8 is, in effect, two great engines in one. At low speeds and easy cruising on the highway, you have all the economy of an advanced type V-8. Then, when you step on the accelerator, the second part of the power team goes into action and jet-fast acceleration becomes an astonishing reality. The Supercharger cuts in automatically—and as needed. Into eight cylinders it rams a super-potent mixture of fuel, to provide as much as 40 per cent more power than the basic engine has un-supercharged. The tachometer climbs, the car ahead suddenly appears in your rear-view mirror, or the hill ahead seems a level plain.

Due to the variable speed drive of this centrifugal type supercharger, its power assist automatically meets driving needs. Just tap your foot; you have power! Peak is 275 horsepower at 4800 rpm.



**All the distinctive styling** for which Packard is a byword is exemplified in the graceful rear fins and rear deck of the Hawk. It is original; it is unsurpassed in clean sweep of line, in accents from the Continent adapted to the length and width of a modern car with its high power-to-weight ratio.

The tire cover is the keynote, characteristic of the advanced styling, that makes your Hawk so different from anything else in its field. Taillights blend into the lines of the fins . . . are functional rather than garish in design . . . are well protected by the massive wrap-around bumper of Packard durability.

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## SPECIFICATIONS

### Packard HAWK

#### Engine

Name, type	Packard 289 V-8—OHV
Bore & stroke	3.56 x 3.63 ins.
Piston displacement (cu. ins.)	289
Horsepower, taxable	40.6
Horsepower, max. @ rpm	275 @ 4800 rpm
Torque, max. ft.-lbs. @ rpm	333 @ 3200 rpm
Compression ratio	7.8 to 1
Air cleaner	plasticized paper—replaceable
Carburetor	2-barrel
Crankcase capacity (add qt. for filter)	5 quarts
Cooling system capacity (add 1 1/2 qts. for heater)	17 quarts
Fuel capacity	18 gals.
Fuel recommended	premium

#### Electrical

Battery	12-volt, 9-plate, 50 amp. hr.
Generator, shunt-wound	30-amp. max. output
Starter switch	key start, safety type; lighted
Directional signals	standard

#### Chassis and Body

Transmission	Flightomatic standard, <i>Overdrive optional</i>
Front suspension	independent wheel suspension; variable rate coil springs; telescopic, double-acting shock absorbers; link-type stabilizer bar
Rear suspension	3-leaf asymmetric springs 5 1/4" x 2 1/2"; full-length flanged plastic spring liners; telescopic, double-acting shock absorbers, sea-leg mounted
Twin Traction	<i>optional</i>
Rear axle ratio	Overdrive: 4.09 standard; 3.92, 4.27 <i>optional</i> Flightomatic: 3.31 standard
Steering	cam & single lever variable ratio gear; symmetrical center point linkage; 4.5 turns lock to lock (4.25 power steering)
Brakes	low-pedal power brakes; safety-finned drums with tongue and groove weather seals; 172.4 sq. in. lining
Tires, tubeless, set of 5	8.00-14 standard
Windshield wipers, pair	electric, two-speed
Heater-defroster (Climatizer)	<i>optional</i>

**Colors** . . . . . 13 solid colors; 32 two-tone *optional*

#### Dimensions and Weights

Overall length	204.6"
Overall width	71.3"
Overall height, loaded	54.75"
Wheelbase	120.5"
Shipping weight, lbs. (est.)	3500
Tread: fr.-rear	57.1"-56.1"
Turning Diameter: L-r	41'-40"
Headroom: fr.-rear	55.5"-54.5"
Legroom: fr.-rear	44"-36"
Hiproom: fr.-rear	59.5"-58"
Shoulder room: fr.-rear	55"-53"

SEE THE OTHER HAWKS:

STUDEBAKER *Silver Hawk*  
AND STUDEBAKER *Golden Hawk*



# Studebaker-Packard

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From the Home of  
the Golden Hawks...



# The Packard Sedan



## A Luxurious Automobile Designed for Executive Prestige and Town Car Versatility

Luxury greets you when you step into the interior of *the* distinctive Packard Sedan. Seats are soft, deep and invite complete relaxation on all trips, long or short. A wide variety of tasteful, elegant fabrics may be selected to lend a personalized touch to luxury travel. And, for the driver, nothing but pleasure awaits behind the wheel of this powerful Packard. Large finned power brakes, precise steering and balanced handling qualities combined with the power of a 289 cu. in. V-8 engine make driving not only effortless and fun, but safe as well. Instruments are sensibly grouped and easy to read. All switches and controls are positioned for minimum effort and can be located without groping when driving. The silhouette of *the* Packard Sedan is long, graceful and low. The elegance of its shape is emphasized by the long, forward-sloping hood of design from the Continent and the flaring sweep of its slender fins. Dual headlights set in an unusual jet-type nacelle lend a distinctive touch of dash to daring styling, and give unsurpassed illumination under all conditions of night driving. The large, upswept tail and brake lights contribute to safety through easy visibility at surprising distances. From the front, the unusual sloping hood and graceful grille make the Packard instantly identifiable on the road. In fact, the Packard is the most original car on the American road.



**Unmistakable Distinction and Elegance** is immediately evidenced in the broad downward swoop of the Packard's unique new hood lines. A slender grille and dual, nacelle-mounted headlights complete the picture of grace and mark *the* Packard Sedan as one of the most distinctive cars on the road. A massive rear deck and large, canted tail lights complete the beautiful appearance of the car. From any angle, *the* Packard Sedan is a car lovely to look at, inviting to drive.



**Luxurious Seats and Generous Space** provide maximum legroom and unsurpassed comfort. Entering, exiting and cleaning the car are facilitated by 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, to name but a few.

**All Optional Features** are available. Power steering, power windows and seats add ease to luxury. Twin-Traction drive adds safety and extra "dig" in mud or snow. Air conditioning, too, is available.

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**Power Brakes** provide braking ease whether for smooth stops in traffic or sudden stops in emergency situations. All it takes is gentle pressure and you have immediate, sure braking action.

**Flightomatic Transmission** is standard equipment on the Packard 4-Door. Whether pulling away from a light or cruising at highway speeds, it provides smooth power and maximum fuel economy.

**Packard 289 V-8 Engine** develops 225 horsepower at 4500 rpm. Its "short-stroke" design (bore equal to, or greater than stroke), reduces friction, increases engine life and improves fuel mileage.



## SPECIFICATIONS

### The Packard SEDAN

#### Engine

Name, type	Packard 289—OHV V-8
Bore & stroke (in.)	3.56 x 3.63
Piston displacement (cu. in.)	289
Horsepower, taxable	40.6
Horsepower, max. @ rpm	225 @ 4500
Torque, max. ft.-lbs. @ rpm	305 @ 3000
Compression ratio	8.5 to 1
Air cleaner	oil bath (wet type)
Carburetor	4-barrel
Crankcase capacity (add qt. for filter)	5 quarts
Cooling system capacity (add 1½ qts. for heater)	17 quarts
Fuel recommended	regular
Fuel capacity	18 gallons

#### Electrical

Battery	12-volt, 9 plates per cell, 50 amp. hr.
Generator, shunt-wound	30-amp. max. output
Starter switch	key start, safety type, lighted
Directional signals	standard

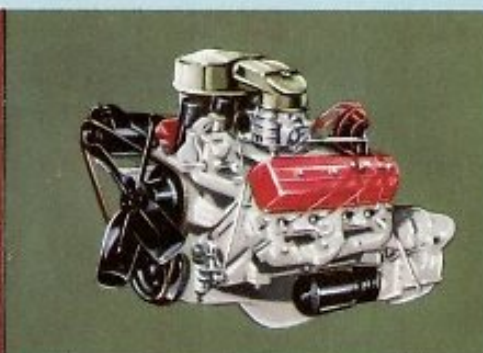
#### Chassis and Body

Transmission	Flightomatic standard; Overdrive optional/NC
Front suspension	independent wheel suspension; variable rate coil springs; telescopic, double-acting shock absorbers; link-type stabilizer bar
Rear suspension	5-leaf asymmetric springs 54" x 2.3"; full-length flanged plastic spring liners; telescopic, double-acting shock absorbers, sea-leg mounted; link-type stabilizer bar
Twin Traction	optional
Rear axle ratio	Flightomatic: 3.31 standard; w/Overdrive: 4.09 standard; 3.92 or 4.27 optional/NC
Steering	column and single lever, roller stud, variable ratio gear; symmetrical, center-point linkage; 4.5 turns lock to lock (4.25 w/power steering, optional)
Brakes	hydraulic, self-centering, self-energizing; safety-finned drums with tongue and groove weather seals; 172.4 sq. in. lining area; parking brake direct to rear wheels; power brakes standard
Tires, tubeless, set of 5	8.00-14
Windshield wipers, pair	2-speed electric
Heater-defroster	Climatizer optional

**Colors** . . . . . 13 solid colors; 32 two-tones optional

#### Dimensions and Weights

Overall length	213.2"
Overall width	76.9"
Overall height, (loaded)	57.5"
Wheelbase	120.5"
Shipping weight, lbs. (est.)	3675
Tread: fr-rear	57.1"-56.1"
Turning diameter: L-c.	41'-40"
Headroom: fr-rear	36"-35"
Legroom: fr-rear	43"-41"
Hiproom: fr-rear	39.5"-39"
Shoulder room: fr-rear	55.5"-54.5"



# Studebaker-Packard

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SEE THE OTHER PACKARDS:

THE Packard Hardtop

THE Packard Station Wagon

THE Packard Hawk

Printed in U. S. A.



From the Home of  
the Golden Hawks...



# The Packard Station Wagon



## ...a new design combining station wagon capacity with limousine luxury and riding ease

This Packard for 1958 is more than a limousine for wide boulevards, more than a vehicle for suburban carting, more than just a station wagon by definition of body type. It is a modern design for today's town and country living, in which there is a desire for both passenger car comfort and station wagon capacity. As a result, here is a wagon with pep and power, a country sedan with luxurious interiors and Luxury Level Ride, which can carry as many as eight in comfort, or haul more than the weight of eight in cargo. Unlike other big wagons, there is nothing ponderous about *the* Packard Station Wagon. Like a thoroughbred hunter, it leaps at your touch, covers country roads with tireless ease and sails up the steepest of grades. In town, it flows through the heaviest traffic, so deft is its handling. One reason for its luxury ride is 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. This exclusive system avoids the usual handicap of station wagon rides: either soft springs that "hit bottom" on slight bumps, or else the hard ride and rigid springs of a "truck" chassis. With this Packard, you can have a load and lightness, too!



**From the rear,** *the* Packard Station Wagon is as distinguished and distinctive as it is from the front. In fact, its lines are particularly lithe and low for a station wagon. Its long sweeping fins and large, tastefully designed tail-lights complete this picture. Wheels are 14-inches to further lower the silhouette.





**Packard V-8 Power** gives the Station Wagon instant acceleration, smooth cruising pace and safe reserve for passing in traffic or on long upgrades. The 289 cubic inch engine develops 225 horsepower, is of advanced short-stroke design, and has automatic controls for sustained efficiency.

**Instrument Panel** is ultra-modern, with all instruments grouped for easy viewing. Control switches are placed for convenient access while driving.

**Flightomatic Transmission** is standard, and Overdrive is available for those who prefer it.

**Power Brakes** are standard for smooth, sure stops.

**Twin Traction** is an economical easily-added option to the Packard Station Wagon, to give you sure-footed going in snow, mud and sand . . . or on the ice of slippery roads. It automatically sends driving power to the wheel with best traction—not the poorest traction, as is the case with conventional differentials.

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**Optional Hideaway seat** flips up easily . . . increases seating capacity to eight. Folded down, it leaves a spacious cargo compartment for many uses.



## SPECIFICATIONS

### The Packard STATION WAGON

#### Engine

Name, type	Packard 289—OHV V-8
Bore & stroke (in.)	3.56 x 3.63
Piston displacement (cu. in.)	289
Horsepower, taxable	40.6
Horsepower, max. @ rpm.	225 @ 4500
Torque, max. ft.-lbs. @ rpm.	305 @ 3000
Compression ratio	8.3 to 1
Air cleaner	oil bath (wet type)
Carburetor	4-barrel
Crankcase capacity (add qt. for filter)	5 quarts
Cooling system capacity	
(add 1½ qts. for heater)	17 quarts
Fuel recommended	regular
Fuel capacity	18 gallons

#### Electrical

Battery	12-volt, 9 plates per cell, 50 amp. hr.
Generator, shunt-wound	30-amp. max. output
Starter switch	key start, safety type, lighted
Directional signals	standard

#### Chassis and Body

Transmission	Flightomatic standard; Overdrive optional/NC
Front suspension	independent wheel suspension, variable rate coil springs; telescopic double-acting shock absorbers; link-type stabilizer bar
Rear suspension	2-stage springs (4-leaf main spring, 2-leaf helper spring) 5½" x 2.5", asymmetric to axle; full-length flanged plastic spring liners; telescopic, double-acting shock absorbers, sea-leg mounted
Twin Traction	optional
Rear axle ratio	w/Flightomatic: 3.31 standard; w/Overdrive: 4.09 standard, 3.92 or 4.27 optional/NC
Steering	cam and single lever, roller stud, variable ratio gear; symmetrical center-point linkage; 4.5 turns lock to lock; (3.25 w/oversteering, optional)
Brakes	hydraulic, self-centering, self-energizing; safety-lined drums with tongue and groove weather seals; 172.4 sq. in. lining area; parking brake direct to rear wheels; power brakes standard
Tires, tubeless, set of 5	8.00-14
Windshield wipers, pair	2-speed electric
Heater-defroster	Climatizer optional
Hideaway third seat	optional

#### Colors

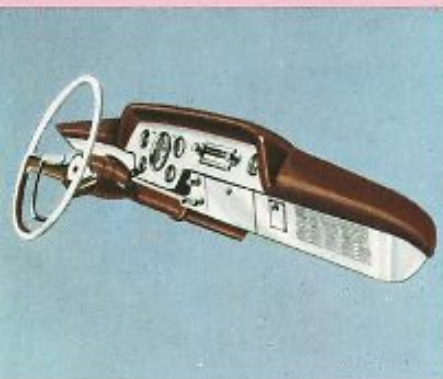
13 solid colors; 32 two-tone optional

#### Dimensions and Weights

Overall length	206.2"
Overall width	76.5"
Overall height, loaded	61.5"
Wheelbase	116.5"
Shipping weight, lbs. (est.)	3750
Tread: fr.-rear	57.1"-56.1"
Turning diameter: 1-r.	39.3"-38.3"
Headroom: fr.-rear	38"-36"
Legroom: fr.-rear	43"-41"
Hiproom: fr.-rear	39.5"-36.5"
Shoulder room: fr.-rear	55.3"-53.3"

#### Cargo Compartment Dimensions

Length: rear seat down—tailgate down	92"
Length: rear seat down—tailgate up	72"
Length: rear seat up—tailgate down	66"
Length: rear seat up—tailgate up	49.5"
Width and height (max.)	58"-37"
Rear opening width and height	45"-31.3"
Tailgate loading height	27.5"



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