



LARK—THE ONLY  
COMPACT CAR  
PROVEN IN  
POLICE WORK!

*THE 1961 LARK MARSHAL* BY STUDEBAKER

A SPECIALIZED POLICE CAR FOR EVERY PURPOSE

MODELS AVAILABLE	CITY MARSHAL					PATROL MARSHAL					PURSUIT MARSHAL			
	615-F4 2-DOOR SEDAN	615-W4 4-DOOR SEDAN	615-D4 2-DOOR WAGON	615-P4 4-DOOR WAGON	615-Y1 4-DOOR H.D. SEDAN	61V-F4 2-DOOR SEDAN	61V-W4 4-DOOR SEDAN	61V-D4 2-DOOR WAGON	61V-P4 4-DOOR WAGON	61V-Y1 4-DOOR H.D. SEDAN	61V-F4 2-DOOR SEDAN	61V-W4 4-DOOR SEDAN	61V-D4 2-DOOR WAGON	61V-P4 4-DOOR WAGON
<b>ENGINE, type</b>	Over-4 (day/draft) Six					Over-V6 (250-V6)					Over-V6 (250-V6)*			
<b>Bore &amp; Stroke</b>	3.0 x 4.0					3.56 x 3.25					3.56 x 3.62			
<b>Piston Displacement</b>	568.5					259.2					289			
<b>Compression Ratio</b>	8.5 to 1					8.8 to 1					8.8 to 1			
<b>Variable H.P.</b>	21.4					42.4					42.4			
<b>Maximum H.P. Std./Opt.</b>	112 @ 4500 rpm/None					180 @ 4500 rpm/195 @ 4500					210 @ 4500 rpm/225 @ 4500			
<b>Maximum Torque Std./Opt.</b>	154 @ 2000 rpm/None					260 @ 2800 rpm/265 @ 3000					300 @ 2800 rpm/305 @ 3000			
<b>Carburetor—Std./Opt.</b>	Downdraft—1 Barrel/None					Downdraft—2 Barrel/4 Barrel					Downdraft—2 Barrel/4 Barrel			
<b>Air Cleaner—Std./Opt.</b>	Dry type plasticized paper with Silencer/Wet type—1 Post					Dry type Plasticized Paper with Full Silencer/Wet type—1 Quart					Dry type Plasticized Paper with Full Silencer/Wet type—1 Quart			
<b>Valves H.D. Opt.</b>	Intake—Silichrome Steel, Exhaust—Stellite faced (Std. Y1)					Intake—Silichrome Steel, Exhaust—Stellite faced (Std. Y1)					Intake—Silichrome Steel, Exhaust—Stellite faced			
<b>Exhaust System—Dual</b>	N.A.					Optional					Standard*			
<b>Lubrication System</b>	Full Pressure					Full Pressure					Full Pressure			
<b>Oil Capacity</b>	5 qts. (add 1 for filter)					5 qts. (add 1 for filter)					5 qts. (add 1 for filter)			
<b>Oil Filter</b>	(Opt.) Fram F4 or Chromalox Type PB 50					(Opt.) Fram F4 or Chromalox Type PB 50					(Std.) Fram F4 or Chromalox Type PB 50 / (Opt.) Fram F4			
<b>Oil Pressure Gauge Std./Opt.</b>	Light/Direct Reading					Light/Direct Reading					Light/Direct Reading			
<b>Radiator Frontal Area</b>	437.6 sq. inches					437.6 sq. inches					437.6 sq. inches—Service Type			
<b>Fan Blades—Std./Opt.</b>	5/6					5/6					5/6			
<b>Cooling System</b>	11 quarts (add 1 for heater)/H.D. Radiator Opt. (Std. Y1)					17 quarts (add 1 for heater)/H.D. Radiator Opt. (Std. Y1)					17 quarts (add 1 for heater)/H.D. Radiator*			
<b>Fluid Capacity/Recommended Fuel</b>	18 gallons/Regular					18 gallons/Regular					18 gallons/Regular			
<b>TIRES (Nylon optional all models) Std./Opt.</b>	5.90-6.00 x 15/6.40-6.50 x 15 (Std. Y1)					6.40-6.50 x 15/6.70 x 15					6.40-6.50 x 15/6.70 x 15			
<b>Tread</b>	Front, 57%—Rear, 58%					Front, 57%—Rear, 58%					Front, 57%—Rear, 58%			
<b>DRIVE TRAIN</b>														
<b>H.D. Clutch—Outside Diameter/Effective Area</b>	9.25 In./78 Sq. In.* (10 1/2" / 107 Sq. In. Y1)					10.5 In./107 Sq. In.*					10.5 In./107 Sq. In.*			
<b>Transmission—Std.</b>	Conventional 3 Speed (H.D. on Y1)					Conventional 3 Speed (H.D. on Y1)					Conventional 3 Speed			
<b>Overdrive</b>	Optional (N.A. on Y1)					Optional (N.A. on Y1)					Optional			
<b>H.D. Automatic Water Cooled</b>	Optional					Optional					Optional			
<b>Twin Traction Differential</b>	Optional					Optional					Optional			
<b>H.D. Rear Axle</b>	Optional (Std. on Y1)					Model 44*					Model 44*			
<b>REAR AXLE BEARINGS</b>														
<b>Std. with Conventional Transmission</b>	3.73	3.73	4.10	4.10	4.09	3.07	3.07	3.31	3.31	3.31	3.07	3.07	3.31	3.31
<b>Std. with Conventional Transmission</b>	3.56/4.10/4.56	3.56/4.10/4.56	3.73/4.56	3.73/4.56	4.55	3.31/3.54	3.31/3.54	3.07/3.54	3.07/3.54	3.54	3.31/3.54	3.31/3.54	3.07/3.54	3.07/3.54
<b>Std. with Overdrive</b>	4.10	4.10	4.56	4.56	N.A.	3.54	3.54	3.54	3.54	N.A.	3.54	3.54	3.54	3.54
<b>Std. with Overdrive</b>	3.73/4.56	3.73/4.56	3.73/4.56	3.73/4.56	N.A.	3.07/3.31	3.07/3.31	3.07/3.31	3.07/3.31	N.A.	3.07/3.31	3.07/3.31	3.07/3.31	3.07/3.31
<b>Std. with Automatic</b>	3.73	3.73	3.73	3.73	3.73	3.07	3.07	3.07	3.07	3.31	3.07	3.07	3.07	3.07
<b>Std. with Automatic</b>	3.56/4.10	3.56/4.10	3.56/4.10	3.56/4.10	3.54	3.31/3.54	3.31/3.54	3.31/3.54	3.31/3.54	3.54	3.31/3.54	3.31/3.54	3.31/3.54	3.31/3.54
<b>H.B. BRAKES</b>	Self-centering, Self-energizing, hydraulic					Self-centering, Self-energizing, hydraulic					Self-centering, Self-energizing, hydraulic			
<b>Brake Lining—Type/Area</b>	Banded Overlap Marchal Eclipse/172.8 Sq. In. (195 Sq. In. Y1)					Banded H.B. Marchal Eclipse/172.8 Sq. In. (195 Sq. In. Y1)					Banded H.B. Marchal Eclipse/172.8 Sq. In.			
<b>Brake Drum—Type and Diameter fr./rear</b>	Rotted, 11 In./10 In.					Flanged, 11 In./10 In.					Flanged, 11 In./10 In.			
<b>ELECTRICAL</b>														
<b>Battery—Std./Opt.</b>	12 Volt—9 Plate, 50 Amp./11 Plate, 70 Amp.					12 Volt—9 plate, 50 Amp./11 Plate, 70 Amp.					12 Volt—9 plate, 50 Amp./11 Plate, 70 Amp.			
<b>Ammeter—Std./Opt.</b>	Light/Direct Reading					Light/Direct Reading					Light/Direct Reading			
<b>Generator—Std.</b>	30 Amp.					30 Amp.					30 Amp.			
<b>H.D. Generator—Opt.</b>	40 Amp., 10 Amp. at 100—Low Cut-in 40 Amp., Single or Dual Belt					40 Amp.—Low Cut-in 40 Amp., Single or Dual Belt					40 Amp.—Low Cut-in 40 Amp., Single or Dual Belt			
<b>Alternator—Opt.</b>	Lescage-Navinne, with Built-in Rectifier; 60 Amp. (Single or Dual Belt) 60 Amp. H.D. (Single or Dual Belt) Delco-Remy, with Built-in Rectifier; 60 Amp. (Single Belt)													
<b>CHASSIS</b>	2-DOOR SEDAN		4-DOOR SEDAN		2-DOOR WAGON		4-DOOR WAGON		4-DOOR H.D. SEDAN		STANDARD EQUIPMENT: Body Chrome Trim, Cloth & Vinyl Upholstery (all Vinyl in Station Wagons), Directional Signals, Electric Windshield Wipers, Front Air Rests, Safety Padded Dash, Safety Glass in All Windows, Sun Visor, Ammeter Warning Light, Oil Gauge Warning Light, Undercoating (all extra cost).			
<b>Frame</b>	Ladder Type, with 4 Cross Members										<b>SPECIAL POLICE OPTIONS:</b> Right Hand Drive (all Models), Details installed by factory when equipped, Boom & Pull Wire (for installation of short wave antenna), Nylon Tires, Police Speedometer (specially calibrated), Special Paint Combinations, Universal Locks & Keys, Zippered Headlining.			
<b>Shock Absorbers—Std./Opt.</b>	Tubular-Direct, Double Action/Heavy Duty—Adjustable													
<b>Springs—Std. front/rear</b>	Coil/Leaf type, Asymmetric to Axle													
<b>Springs—Opt.</b>	Heavy Duty Front and Rear (Std. on 4-Door H.D. Sedan)													
<b>Springs, Rear—H.D. 2 Stage</b>	Not Available		Not Available		Optional		Optional		Optional		<b>ACCESSORIES:</b> Backup Lights, Climazair Heater-Defroster. (Optional on all Models.) See regular option list for other equipment.			
<b>Tearing Diameter</b>	32"6"		32"6"		39"		39"		39"					
<b>DIMENSIONS</b>											<b>IMPORTANT NOTE:</b> To simplify order requirements, the Police Marshal model number is the same as regular production models, plus the conversion kit item number. Items supplied as a part of this kit are identified by an "L" in the specification chart. Police conversions can be supplied only for law enforcement work—and must be ordered on all cars used for this purpose.			
<b>Overall Height/Overall Length/Overall Width</b>	54.5"/175"/71.4"		54.5"/175"/71.4"		57.75"/184.5"/71.4"		57.75"/184.5"/71.4"		56.5"/179"/71.4"					
<b>Wheelbase</b>	108.5"		108.5"		113"		113"		113"					
<b>Headroom fr./rear</b>	35.25/34.75		35.25/34.75		36.35/35.25		36.35/35.25		35.25/34.75					
<b>Legroom fr./rear</b>	43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0					
<b>Hiproom fr./rear</b>	50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0					
<b>Shoulder Room fr./rear</b>	55.5/54.5		55.5/54.5		55.5/53.3		55.5/54.75		55.5/54.5					
<b>Shipping Weight / 4 cyl.</b>	2961		2965		2936		2965		2943					
<b>Shipping Weight / 250-V8</b>	2921		2941		3112		3161		3225					
<b>Shipping Weight / 289-V8</b>	2921		2941		3112		3161		3225					

**NO OTHER POLICE CAR  
CAN MATCH ALL THE ADVANTAGES  
AND ECONOMIES  
IN THE HARD-WORKING**

# **1961 LARK MARSHAL**

**BY STUDEBAKER**

**NEW RANGE OF POWER** For 1961, the Lark Marshal gives you three lively engines to meet any law enforcement needs—the all-new Skybolt Six, the Police 259-V8 and the Police 289-V8. A full range of engines (with power pack options) gives you five choices—112 HP to 225 HP.

**AMAZING ACCELERATION** All Lark police engines have high torque at low rpm, to dig in from a standing start and then move fast. For example, the 225 HP version of the Pursuit Marshal will do 0 to 70 mph in considerably less than 9 seconds. The Lark ran away with American car speed honors at Sebring.

**SURE, SAFE HANDLING** The Lark Marshal for 1961 gives your officers easiest, safest control. Unparalleled directional stability and fade-proof finned brakes provide the highest degree of safety and control of any police car.

**TOTAL ECONOMY** The 1961 Lark Marshal will save you money. Country-wide fleet experience has shown that you'll save money on gasoline, money on maintenance, money on repairs. Because Lark Marshals are the **toughest-built police cars you can buy**, they save you money on upkeep; they save you money in depreciation when traded.

**THE LARK MARSHAL GIVES YOU  
A CHOICE OF 5 BODY STYLES**



**2-DOOR WAGON**



**4-DOOR WAGON**



**2-DOOR SEDAN**



**4-DOOR SEDAN**

Right hand drive (available on all models) makes an excellent traffic control car. Safe and convenient for tire-marking. Can double as a patrol car.

## **EXTRA-LENGTH HEAVY DUTY MARSHAL**

Rugged body, extra-long Marshal is built on a 113" wheelbase. Rear doors are 4" wider, 5" more legroom in rear compartment. Officers can jump out quickly, handle unruly prisoners more easily. Chrome trim and all Regal features are available for this Heavy Duty Marshal.





**THE  
CITY  
MARSHAL**

The City Marshal features the police-proven Skybolt Six engine. Offers greater total economy and longer life. The perfect police car for routine patrol. Cruises efficiently, silently 24 hours a day without fouling—yet it will top 90 mph. Plain clothes detectives find this Lark a definite asset in their work—it's hard to spot and easy to hide.

CHECK THESE EXCLUSIVE FEATURES OF THE

***1961 LARK MARSHAL***

*BY STUDEBAKER*

## THE PATROL MARSHAL

The Patrol Marshal features the versatile 259-V8 engine. Idles for hours without heating or fouling. But when you want speed in any kind of traffic, the Patrol Marshal will give you real "competition car" performance. It maneuvers quickly... accelerates brilliantly and stops positively. For all-around police work the Patrol Marshal is the ideal vehicle.



**OVERSIZE BRAKES** with new bonded linings deliver 2 to 3 times the ordinary wear—have high resistance to fading. Special extra-large brakes with finned drums are standard on 8-Cylinder Police Marshals.



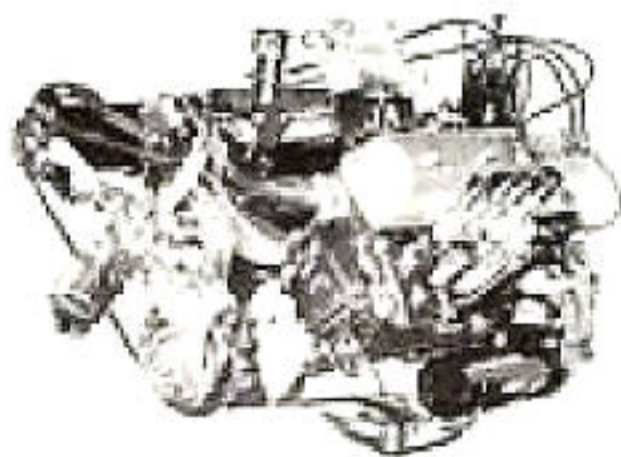
**SHORTER TURNING CIRCLE** in the Lark Marshal permits a tight 37½ foot U-turn on narrow streets. New steering is 10% to 30% easier, has better road feel, does not "wander" in cross wind.



**MAINTENANCE AND REPAIR.** Bolt-on rear fenders can be repaired and remounted in 3 hours. Front end damage is even simpler to fix. Engine maintenance is speeded by easy under-hood accessibility.

## THE PURSUIT MARSHAL

The Pursuit Marshal features the powerful 289-V8 engine. Accelerates from 0 to 60 mph in 8.7 seconds. Gives you 225 HP (with 4-barrel carburetor kit) for fast takeoff and sustained speeds well over 100 mph. And—like all Lark Marshals—it hugs the road, corners at high speed safely and brakes to emergency stop without swerving.



**CHOICE OF 3 ENGINES IN 5 POWER RANGES**—112 HP Six, 180-195 HP V-8, 210-225 HP V-8. All are finely machined for longer wear; all give higher mileage on regular-grade gasoline.



**TWIN TRACTION DIFFERENTIAL** (non-slip type) checks wheel spin on slippery surfaces. Just one example of the broadest range of special police equipment available on any car today, bar none.



**EXTRA COMFORT** in the Lark Marshal makes a big hit with officers. There's extra headroom, extra legroom, extra leg support—plus improved ventilation. Sturdy vinyl trim is a practical option.

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**TOTAL ECONOMY** The 1961 Lark Marshal will save you money. Country-wide fleet experience has shown that you'll save money on gasoline, money on maintenance, money on repairs. Because Lark Marshals are the toughest-built police cars you can buy, they save you money on upkeep; they save you money in depreciation when traded.

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4-DOOR WAGON



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Right hand drive (available on all models) makes an excellent traffic control car. Safe and convenient for tire-marking. Can double as a patrol car.

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HEAVY DUTY MARSHAL

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## SPECIFICATIONS

MODELS AVAILABLE	CITY MARSHAL					PATROL MARSHAL					PURSUIT MARSHAL									
	615-F4 2-DOOR SEDAN	615-W4 4-DOOR SEDAN	615-D4 2-DOOR WAGON	615-P4 4-DOOR WAGON	615-Y1 4-DOOR H.D. SEDAN	615-F4 2-DOOR SEDAN	615-W4 4-DOOR SEDAN	615-D4 2-DOOR WAGON	615-P4 4-DOOR WAGON	615-Y1 4-DOOR H.D. SEDAN	615-F4 2-DOOR SEDAN	615-W4 4-DOOR SEDAN	615-D4 2-DOOR WAGON	615-P4 4-DOOR WAGON						
<b>ENGINE, type</b>	OHV-6 (Skybolt Six)					OHV-V8 (259-V8)					OHV-V8 (259-V8)*									
<b>Bore &amp; Stroke</b>	3.0 x 4.0					3.56 x 3.25					3.56 x 3.62									
<b>Piston Displacement</b>	169.6					256.2					280									
<b>Compression Ratio</b>	8.5 to 1					8.5 to 1					8.6 to 1									
<b>Valves H.P.</b>	40.4					40.4					40.4									
<b>Maximum H.P. Std./Opt.</b>	112 @ 4500 rpm/None					180 @ 4500 rpm/195 @ 4500					210 @ 4500 rpm/225 @ 4500									
<b>Maximum Torque Std./Opt.</b>	154 @ 2000 rpm/None					260 @ 2800 rpm/265 @ 3000					300 @ 2800 rpm/305 @ 3000									
<b>Carburetor—Std./Opt.</b>	Downdraft—2 Barrel/None					Downdraft—2 Barrel/4 Barrel					Downdraft—2 Barrel/4 Barrel									
<b>Air Cleaner—Std./Opt.</b>	Dry type plasticized paper with Silencer/Wet type—1 Mist					Dry Type Plasticized Paper with Full Silencer/Wet type—1 Quartz					Dry Type Plasticized Paper with Full Silencer/Wet type—1 Quartz									
<b>Valves H.D. Opt.</b>	Intake—Silichrome Steel; Exhaust—Stellite faced (Std. Y1)					Intake—Silichrome Steel; Exhaust—Stellite faced (Std. Y1)					Intake—Silichrome Steel; Exhaust—Stellite faced									
<b>Exhaust System—Dual</b>	N.A.					Optional					Standard*									
<b>Lubrication System</b>	Full Pressure					Full Pressure					Full Pressure									
<b>Oil Capacity</b>	5 qts. (add 1 for filter)					5 qts. (add 1 for filter)					5 qts. (add 1 for filter)									
<b>Oil Filter</b>	(Opt.) Fram F4 or Honeywax type PB 50					(Opt.) Fram F4 or Honeywax type PB 50					(16.1" throwaway type PB 50; (Opt.) Fram F4									
<b>Oil Pressure Gauge Std./Opt.</b>	Light/Direct Reading					Light/Direct Reading					Light/Direct Reading									
<b>Radiator Frontal Area</b>	437.6 sq. inches					437.6 sq. inches					437.6 sq. inches—Severe Service Type									
<b>Fan Blades—Std./Opt.</b>	5/6					5/6					5/6									
<b>Cooling System</b>	11 quarts (add 1 for heater)/H.D. Radiator Opt. (Std. Y1)					17 quarts (add 1 for heater)/H.D. Radiator Opt. (Std. Y1)					17 quarts (add 1 for heater)/H.D. Radiator*									
<b>Fuel Capacity/Recommended Fuel</b>	18 gallons/Regular					18 gallons/Regular					18 gallons/Regular									
<b>TIRES (Mylon optional on all models) Std./Opt.</b>	5.90-6.00 x 15/6.40-6.50 x 15 (Std. Y1)					6.40-6.50 x 15/6.70 x 15					6.40-6.50 x 15/6.70 x 15									
<b>Front</b>	Front, 57%—Rear, 55%					Front, 57%—Rear, 55%					Front, 57%—Rear, 55%									
<b>DRIVE TRAIN</b>	9.25 in./78 Sq. In.* (104")/107 Sq. In. Y1					10.5 in./107 Sq. In.*					10.5 in./107 Sq. In.*									
<b>H.D. Clutch—Outside Diameter/Effective Area</b>	Conventional 3 Speed (H.D. on Y1)					Conventional 3 Speed (H.D. on Y1)					Conventional 3 Speed									
<b>Transmission—Std.</b>	Optional (N.A. on Y1)					Optional (N.A. on Y1)					Optional									
<b>Overdrive</b>	Optional					Optional					Optional									
<b>H.D. Automatic Water Cooled</b>	Optional					Optional					Optional									
<b>Twin Traction Differential</b>	Optional					Optional					Optional									
<b>H.D. Rear Axle</b>	Optional (Std. on Y1)					Model 44*					Model 44*									
<b>REAR AXLE RATIO</b>	3.73					3.07					3.07									
<b>Std. with Conventional Transmission</b>	3.73					3.07					3.07									
<b>Opt. with Conventional Transmission</b>	3.56/4.10/4.56					3.31/3.54					3.31/3.54									
<b>Std. with Overdrive</b>	4.10					3.54					3.54									
<b>Opt. with Overdrive</b>	3.73/4.56					3.07/3.31					3.07/3.31									
<b>Std. with Automatic</b>	3.73					3.07					3.07									
<b>Opt. with Automatic</b>	3.56/4.10					3.31/3.54					3.31/3.54									
<b>H.B. BRAKES</b>	Self-centering, Self-energizing, Hydraulic					Self-Centering, Self-energizing, Hydraulic					Self-Centering, Self-energizing, Hydraulic									
<b>Brake Lining—Type/Area</b>	Bonded Overlap Marshal Eclipse/172.8 Sq. In. (195 Sq. In. Y1)					Bonded H.D. Marshal Eclipse/172.8 Sq. In. (195 Sq. In. Y1)					Bonded H.D. Marshal Eclipse/172.8 Sq. In.									
<b>Brake Drum—Type and Diameter fr./rear</b>	11.00 in./10 in.					11.00 in./10 in.					11.00 in./10 in.									
<b>ELECTRICAL</b>	12 Volt—9 Plate, 50 Amp./11 Plate, 70 Amp.					12 Volt—9 plate, 50 Amp./11 Plate, 70 Amp.					12 Volt—9 plate, 50 Amp./11 Plate, 70 Amp.									
<b>Battery—Std./Opt.</b>	Light/Direct Reading					Light/Direct Reading					Light/Direct Reading									
<b>Ammeter—Std./Opt.</b>	30 Amp.					30 Amp.					30 Amp.									
<b>Generator—Std.</b>	40 Amp., 10 Amp. at Idle—Low Cut-in 40 Amp., Single or Dual Belt					40 Amp., 10 Amp. at Idle—Low Cut-in 40 Amp., Single or Dual Belt					40 Amp., 10 Amp. at Idle—Low Cut-in 40 Amp., Single or Dual Belt									
<b>H.D. Generator—Opt.</b>	Lence-Nerone, with Built-in Rectifier, 60 Amp. (Single or Dual Belt) 60 Amp. H.D. (Single or Dual Belt) Delco-Remy, with Built-in Rectifier, 60 Amp. (Single Belt)					Lence-Nerone, with Built-in Rectifier, 60 Amp. (Single or Dual Belt) 60 Amp. H.D. (Single or Dual Belt) Delco-Remy, with Built-in Rectifier, 60 Amp. (Single Belt)					Lence-Nerone, with Built-in Rectifier, 60 Amp. (Single or Dual Belt) 60 Amp. H.D. (Single or Dual Belt) Delco-Remy, with Built-in Rectifier, 60 Amp. (Single Belt)									
<b>Alternator—Opt.</b>																				
<b>CHASSIS</b>	2-DOOR SEDAN		4-DOOR SEDAN		2-DOOR WAGON		4-DOOR WAGON		4-DOOR H.D. SEDAN		2-DOOR SEDAN		4-DOOR SEDAN		2-DOOR WAGON		4-DOOR WAGON		4-DOOR H.D. SEDAN	
<b>Frame</b>	Ladder Type, with 4 Cross Members																			
<b>Shock Absorbers—Std./Opt.</b>	Tubular—Direct, Double Action/Heavy Duty—Adjustable																			
<b>Springs—Std. front/rear</b>	Coil/leaf type, Asymmetric to Axle																			
<b>Springs—Opt.</b>	Heavy Duty Front and Rear (Std. on 4-Door H.D. Sedan)																			
<b>Springs, Rear—H.D. 2 Stage</b>	Not Available		Not Available		Optional		Optional		Optional		Not Available		Not Available		Optional		Optional		Optional	
<b>Turning Diameter</b>	32'-6"		37'-5"		39'		39'		39'		39'		39'		39'		39'		39'	
<b>DIMENSIONS</b>	54.5"/175"/71.4"		56.5"/175"/71.4"		57.75"/184.5"/71.4"		57.75"/184.5"/71.4"		56.5"/175"/71.4"		54.5"/175"/71.4"		54.5"/175"/71.4"		54.5"/175"/71.4"		54.5"/175"/71.4"		54.5"/175"/71.4"	
<b>Wheelbase</b>	106.5		106.5		113"		113"		113"		106.5		106.5		106.5		106.5		106.5	
<b>Headroom fr./rear</b>	38.25/34.75		38.25/34.75		36.75/35.25		36.75/35.25		38.25/34.75		38.25/34.75		38.25/34.75		38.25/34.75		38.25/34.75		38.25/34.75	
<b>Legroom fr./rear</b>	43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0		43.5/40.0	
<b>Hiproom fr./rear</b>	50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0		50.5/50.0	
<b>Shoulder Room fr./rear</b>	55.5/54.5		55.5/54.5		55.5/53.3		55.5/54.75		55.5/54.5		55.5/54.5		55.5/54.5		55.5/54.5		55.5/54.5		55.5/54.5	
<b>Shipping Weight / 6 cyl.</b>	2961		2965		2836		2865		2943		2961		2965		2961		2965		2961	
<b>Shipping Weight / 259-V8</b>	2901		2941		3112		3161		3161		2901		2941		2901		2941		2901	
<b>Shipping Weight / 289-V8</b>	2901		2941		3112		3161		3161		2901		2941		2901		2941		2901	

Manufacturer reserves the right to change specifications, designs or prices without notice and without incurring obligation. Information contained herein is from data available at time of printing.



LARK—THE ONLY  
COMPACT CAR  
PROVEN IN  
POLICE WORK!

# THE 1961 LARK MARSHAL BY STUDEBAKER

A SPECIALIZED POLICE CAR FOR EVERY PURPOSE

**STANDARD EQUIPMENT:** Body Chrome Trim, Cloth & Vinyl Upholstery (all Vinyl in Sedan Wagons), Directional Signals, Electric Windshield Wipers, Front Arm Rests, Safety Padded Dash, Safety Glass in All Windows, Sun Visor, Ammeter Warning Light, Oil Gauge Warning Light, Undercoating (at extra cost).

**SPECIAL POLICE OPTIONS:** Right Hand Drive (all Models), Details installed by Factory when supplied, Loom & Pull Wire (for installation of short wave antenna), Nylon Tires, Police Speedometer (specially calibrated), Special Paint Combinations, Universal Locks & Keys, Zippered Headlining.

**ACCESSORIES:** Back-up Lights, Climatizer Heater-Defroster, (Optional on all Models.) See regular option list for other equipment.

**IMPORTANT NOTE:** To simplify order requirements, the Police Marshal model number is the same as regular production models, plus the conversion kit item number. Items supplied as a part of this kit are identified by an "X" in the specification chart. Police conversions can be supplied only for law enforcement work and must be ordered on all cars used for this purpose.



**THE  
CITY  
MARSHAL**

The City Marshal features the police-proven Skybolt Six engine. Offers greater total economy and longer life. The perfect police car for routine patrol. Cruises efficiently, silently 24 hours a day without fouling—yet it will top 90 mph. Plain clothes detectives find this Lark a definite asset in their work—it's hard to spot and easy to hide.



**THE  
PATROL  
MARSHAL**

The Patrol Marshal features the versatile 259-V8 engine. Idles for hours without heating or fouling. But when you want speed in any kind of traffic, the Patrol Marshal will give you real "competition car" performance. It maneuvers quickly... accelerates brilliantly and stops positively. For all-around police work the Patrol Marshal is the ideal vehicle.



**THE  
PURSUIT  
MARSHAL**

The Pursuit Marshal features the powerful 289-V8 engine. Accelerates from 0 to 60 mph in 8.7 seconds. Gives you 225 HP (with 4-barrel carburetor kit) for fast takeoff and sustained speeds well over 100 mph. And—like all Lark Marshals—it hugs the road, corners at high speed safely and brakes to emergency stop without swerving.

CHECK THESE EXCLUSIVE FEATURES OF THE

**1961 LARK MARSHAL**

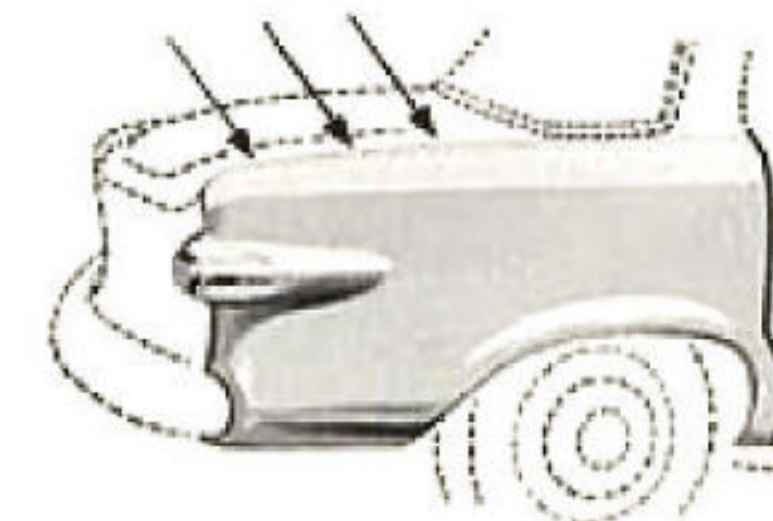
BY STUDEBAKER



**OVERSIZE BRAKES** with new bonded linings deliver 2 to 3 times the ordinary wear—have high resistance to fading. Special extra-large brakes with finned drums are standard on 8-Cylinder Police Marshals.



**SHORTER TURNING CIRCLE** in the Lark Marshal permits a tight 37½ foot U-turn on narrow streets. New steering is 10% to 30% easier, has better road feel, does not "wander" in cross wind.



**MAINTENANCE AND REPAIR.** Bolt-on rear fenders can be repaired and remounted in 3 hours. Front end damage is even simpler to fix. Engine maintenance is speeded by easy under-hood accessibility.



**CHOICE OF 3 ENGINES IN 5 POWER RANGES**—112 HP Six, 180-195 HP V-8, 210-225 HP V-8. All are finely machined for longer wear; all give higher mileage on regular-grade gasoline.



**TWIN TRACTION DIFFERENTIAL** (non-slip type) checks wheel spin on slippery surfaces. Just one example of the broadest range of special police equipment available on any car today, bar none.



**EXTRA COMFORT** in the Lark Marshal makes a big hit with officers. There's extra headroom, extra legroom, extra leg support—plus improved ventilation. Sturdy vinyl trim is a practical option.