

From the Home of
the Golden Hawks . . .

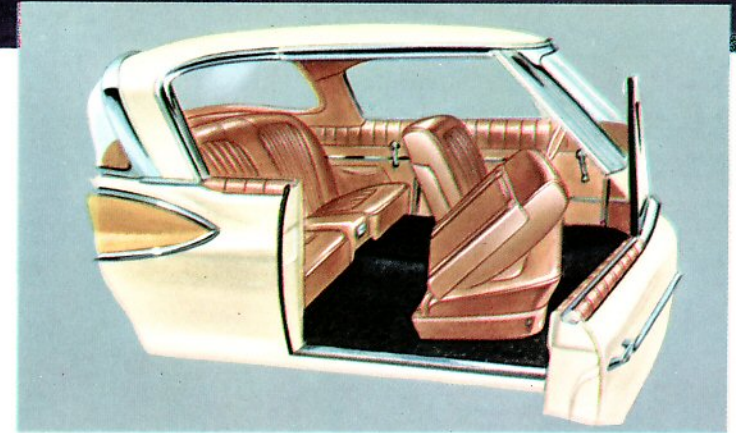


Packard Hawk



**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 unbeatable 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.

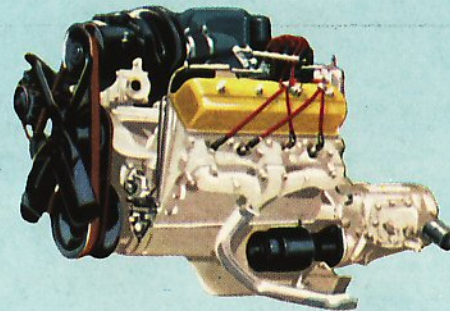
Packard HAWK

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.

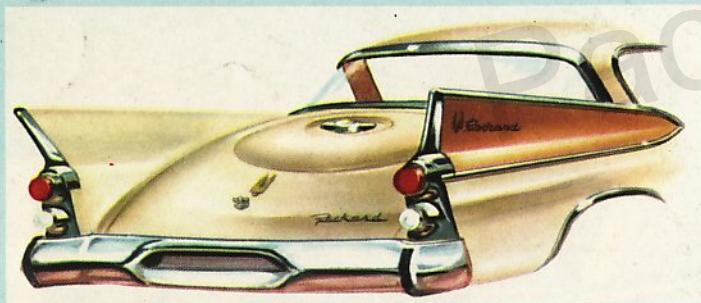
Due to the variable speed drive of this centrifugal type supercharger, its power assist automatically meets driving needs. Just tap your foot; you have power! Peak is 275 horsepower at 4800 rpm.



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.

Studebaker-Packard Corporation 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.



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 1½ 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	5-leaf asymmetric springs 54" x 2.5"; 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-tones *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	35.5"-34.5"
Legroom: fr.-rear	44"-36"
Hiproom: fr.-rear	59.5"-58"
Shoulder room: fr.-rear	55"-53"



Studebaker-Packard
CORPORATION

Where pride of Workmanship comes first!



SEE THE OTHER HAWKS:

STUDEBAKER *Silver Hawk*
AND STUDEBAKER *Golden Hawk*