



LARK—THE ONLY
COMPACT CAR
PROVEN IN
POLICE WORK!

THE **1961 LARK MARSHAL** BY STUDEBAKER

A SPECIALIZED POLICE CAR FOR EVERY PURPOSE

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

1961 LARK² 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 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.

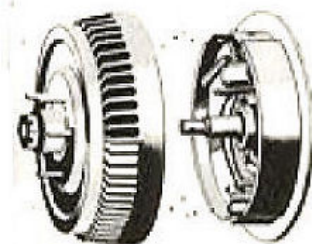
CHECK THESE EXCLUSIVE FEATURES OF THE

1961 LARK² MARSHAL

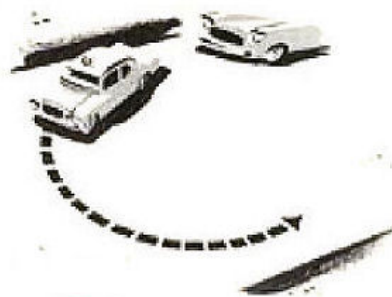
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THE PATROL MARSHAL

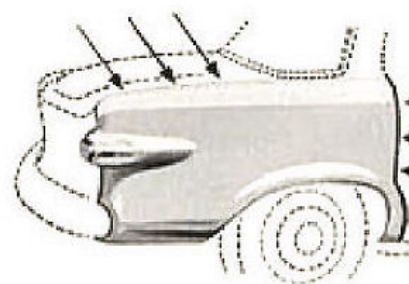
The Patrol Marshal features the versatile 259-V8 engine. Idles for hours without heating or fouling. But when you want speed in any kind of traffic, the Patrol Marshal will give you real "competition car" performance. It maneuvers quickly... accelerates brilliantly and stops positively. For all-around 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 V-8 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.

MODELS AVAILABLE	CITY MARSHAL					PATROL MARSHAL					PURSUIT MARSHAL			
	61S-F4 2-DOOR SEDAN	61S-W4 4-DOOR SEDAN	61S-D4 2-DOOR WAGON	61S-P4 4-DOOR WAGON	61S-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
ENGINE, type	Olds 4 (Daybolt Six)					Olds V6 (250 V6)					Olds V6 (289 V6)*			
Bore & Stroke	3.0 x 4.0					3.56 x 3.25					3.54 x 3.62			
Piston Displacement	169.4					259.2					289			
Compression Ratio	8.5 to 1					8.8 to 1					8.8 to 1			
Taxable H.P.	21.6					40.5					40.6			
Maximum H.P. Std./Opt.	112 @ 4500 rpm/None					180 @ 4500 rpm/195 @ 4500					210 @ 4500 rpm/225 @ 4500			
Maximum Torque Std./Opt.	154 @ 2000 rpm/None					260 @ 2800 rpm/265 @ 3000					300 @ 2800 rpm/305 @ 3000			
Carburetor—Std./Opt.	Downdraft—1 Barrel/None					Downdraft—2 Barrel/4 Barrel					Downdraft—2 Barrel/4 Barrel			
Air Cleaner—Std./Opt.	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			
Valves H.D. Opt.	Intake—Silichrome Steel, Exhaust—Stellite faced (Std. Y1)					Intake—Silichrome Steel, Exhaust—Stellite faced (Std. Y1)					Intake—Silichrome Steel, Exhaust—Stellite faced			
Exhaust System—Dual	N.A.					Optional					Standard*			
Lubrication System	Full Pressure					Full Pressure					Full Pressure			
Oil Capacity	5 qts. (add 1 for filter)					5 qts. (add 1 for filter)					5 qts. (add 1 for filter)			
Oil Filter	(Opt.) Fram F4 or throwaway type PB 50					(Opt.) Fram F4 or throwaway type PB 50					(Std.)* throwaway type PB 50 / (Opt.) Fram F4			
Oil Pressure Gauge Std./Opt.	Light/Direct Reading					Light/Direct Reading					Light/Direct Reading			
Radiator Frontal Area	437.6 sq. inches					437.6 sq. inches					437.6 sq. inches—Severe Service Type			
Fan Blades—Std./Opt.	5/6					5/6					5/6			
Cooling System	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*			
Fuel Capacity/Recommended Fuel	18 gallons/Regular					18 gallons/Regular					18 gallons/Regular			
TIRES (Bylon optional on all models) Std./Opt.	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			
Tread	Front, 57%—Rear, 55%					Front, 57%—Rear, 55%					Front, 57%—Rear, 55%			
DRIVE TRAIN														
H.D. Clutch—Outside Diameter/Effective Area	9.25 in./76 Sq. in. * (20 1/2"/107 Sq. in. Y1)					10.5 in./107 Sq. in. *					10.5 in./107 Sq. in. *			
Transmission—Std.	Conventional 3 Speed (H.D. on Y1)					Conventional 3 Speed (H.D. on Y1)					Conventional 3 Speed			
Overdrive	Optional (N.A. on Y1)					Optional (N.A. on Y1)					Optional			
H.D. Automatic Water Cooled	Optional					Optional					Optional			
Twin Traction Differential	Optional					Optional					Optional			
H.D. Rear Axle	Optional (Std. on Y1)					Optional					Optional			
REAR AXLE RATIOS														
Std. with Conventional Transmission	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
Opt. with Conventional Transmission	3.54/4.10/4.56	3.54/4.10/4.56	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
Std. with Overdrive	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
Opt. with Overdrive	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
Std. with Automatic	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
Opt. with Automatic	3.54/4.10	3.54/4.10	3.54/4.10	3.54/4.10	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
H.D. BRAKES*	Self-centering, Self-energizing, Hydraulic					Self-centering, Self-energizing, Hydraulic					Self-centering, Self-energizing, Hydraulic			
Brake Lining—Type/Area	Bonded Oversize 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.			
Brake Drum—Type and Diameter fr./rear	Ribbed, 11 in./10 in.					Finned, 11 in./10 in.					Finned, 11 in./10 in.			
ELECTRICAL														
Battery—Std./Opt.	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.			
Ammeter—Std./Opt.	Light/Direct Reading					Light/Direct Reading					Light/Direct Reading			
Generator—Std.	30 Amp.					30 Amp.					30 Amp.			
H.D. Generator—Opt.	40 Amp., 10 Amp. at Idle—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			
Alternator—Opt.	Leeco-Naville, 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)													
CHASSIS	2-DOOR SEDAN	4-DOOR SEDAN	2-DOOR WAGON	4-DOOR WAGON	4-DOOR H.D. SEDAN									
Frame	Ladder Type, with 4 Cross Members													
Shock Absorbers—Std./Opt.	Tubular—Direct, Double Action/Heavy Duty—Adjustable													
Springs—Std. front/rear	Coil/leaf type, Asymmetric to Axle													
Springs—Opt.	Heavy Duty Front and Rear (Std. on 4-Door H.D. Sedan)													
Springs, Rear—H.D. 2 Stage	Not Available	Not Available	Optional	Optional	Optional									
Turning Diameter	37'6"	37'6"	39'	39'	39'									
DIMENSIONS														
Overall Height/Overall Length/Overall Width	56.5"/175"/71.4"	56.5"/175"/71.4"	57.75"/184.5"/71.8"	57.75"/184.5"/71.8"	56.5"/175"/71.4"									
Wheelbase	108.5"	108.5"	113"	113"	113"									
Headroom fr./rear	35.25/34.75	35.25/34.75	36/35.25	36/35.25	35.25/34.75									
Legroom fr./rear	43.5/40.0	43.5/40.0	43.5/42.0	43.5/42.0	43.5/44.0									
Hiproom fr./rear	59.5/59	59.5/59	59.5/59	59.5/59	59.5/59									
Shoulder Room fr./rear	55.5/54.5	55.5/54.5	55.5/53.3	55.5/54.75	55.5/54.5									
Shipping Weight / 4 cyl.	2661	2665	2836	2865	2643									
Shipping Weight / 250-V6	2921	2941	3112	3161	3225									
Shipping Weight / 289-V6	2921	2941	3112	3161	3225									

STANDARD EQUIPMENT: Body Chrome Trim, Cloth & Vinyl Upholstery (all Vinyl in Station 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), Decals 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: Backup 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 (*) 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.

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