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*Directed by Bob Muelke*

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**KELLISON Gran Touring**

ins, accommodating an eight-ft.-long box-  
 Though the Falcon's width is 70 ins.,  
 Ford engineers have managed to come up  
 with a box at least 48 ins. wide—and  
 rumored to be as wide as 52—by allow-  
 ing the rear wheels to intrude slightly  
 into the load area.

Meanwhile, back at the ranch in South  
 Bend where the hands had previously  
 looked up the fast-selling Lark line, Stu-  
 debaker engineers started whipping up  
 what—if our prediction is right—will be  
 the lowest-priced pickup on the domestic  
 market. Starting with the Lark station  
 wagon chassis, they did some fast work  
 with body dies which end the passenger  
 compartment just a few inches back of  
 the front seat. Then, on the 113-in.-  
 wheelbase chassis they dropped a box  
 about eight ft. long and more than a foot  
 deep. The 48-in. bed width will be a bit  
 less than the smooth-sided Ford, Chev-  
 y-GMC and Dodge pickups because the  
 cargo box sits inside the rear wheels.  
 These do not intrude upon the load area  
 so separate rear fenders are used. The  
 edges of the bed are rolled outward and  
 a normal tailgate is used. To retain sleek-  
 ness of line, a skirt continues downward  
 from the bed to cover the chassis longi-  
 tudinal members. Tail lights are sepa-  
 rately installed at the outer corners.

The Falcon pickup's trim will be like  
 that of the sedan and soon-to-be-an-  
 nounced wagon; the sides will be smooth  
 and sleek, and the driver and two pas-  
 senger will have the usual soft seats.  
 Doors for the Lark pickup which will be  
 all of the same options available. Both  
 pickups will be low, and from the front  
 will be hard to distinguish from the  
 sedan.

The Falcon pickup's engine will be  
 identical to that of the sedans, with all  
 the same transmission options. The  
 Lark pickup, on the other hand, while  
 offering the L-head six as the basis of  
 the new line, will have several other  
 engine options, including not only the  
 259-cu.-in. V8 but also another  
 118-hp engine of 245

to me, right out of the larger Studebaker  
 truck engine list.

While the Falcon economy pickup  
 offers only the 144-in. ohv engine with  
 either stock or automatic, the Lark pickup  
 will offer any of the three engines with  
 stock, automatic or overdrive (the latter  
 will not be available on the Falcon). Both  
 pickups will offer limited-slip rear axles  
 and a wider choice of ratios than in the  
 sedan and wagon lines. Both models will  
 be considerably lighter than the sedans—  
 and the Lark with the V8 should make a  
 real rig to take to the drags.

**UPS**

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