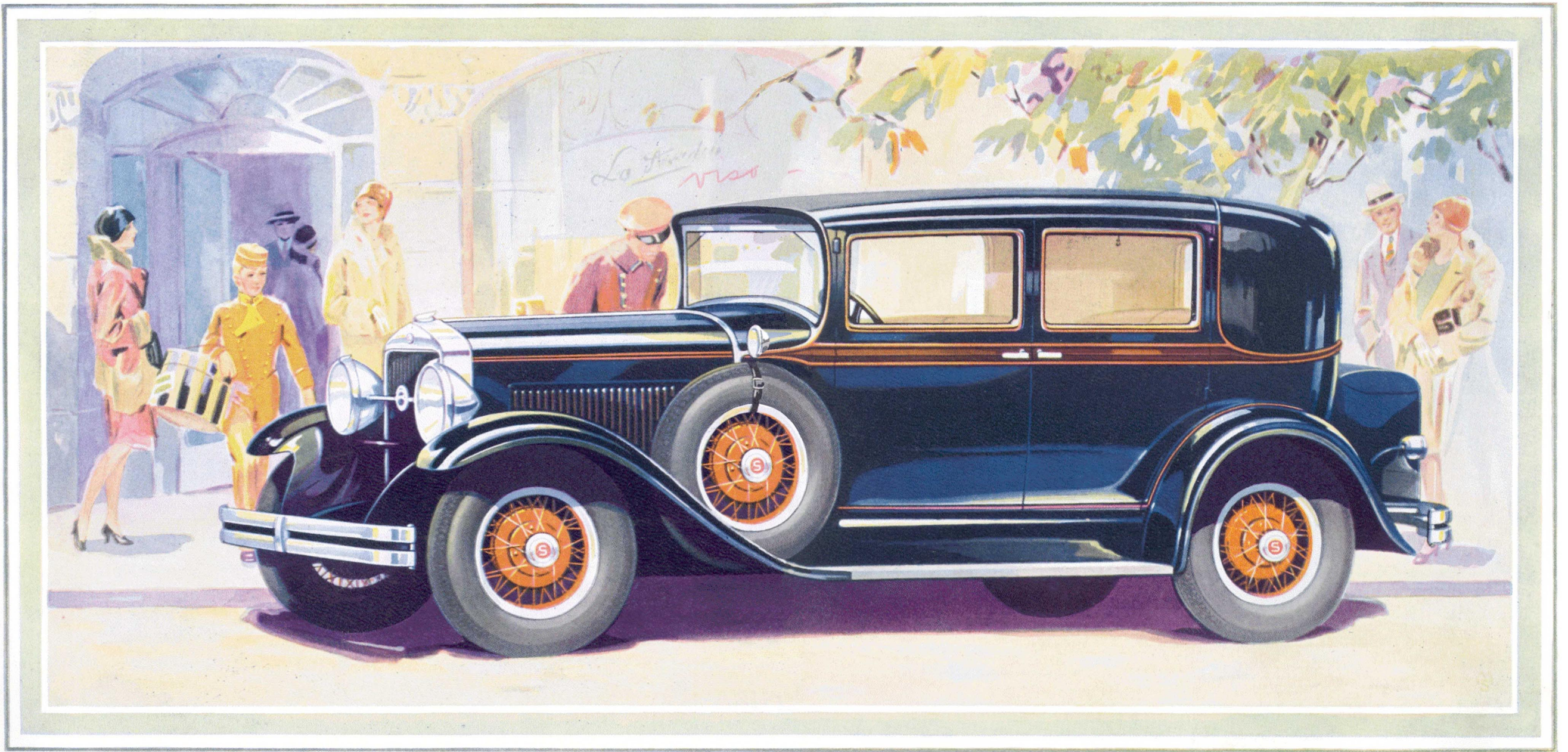




The Commander Six
STUDEBAKER
The Commander Eight



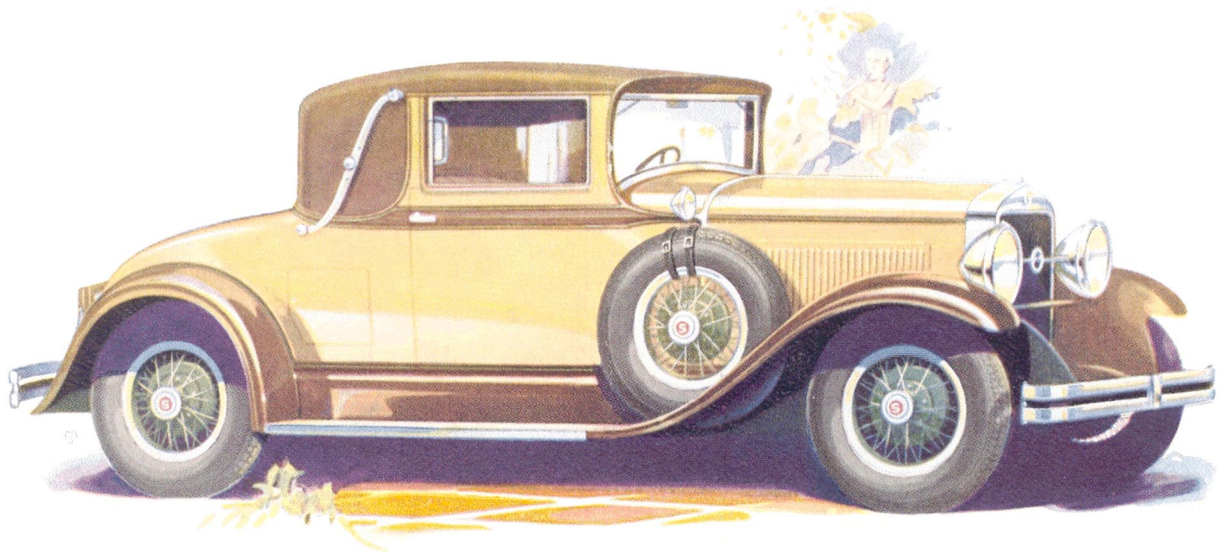
The New Studebaker Commander Brougham... styled for tomorrow . . . powered for every need . . . fitted for luxurious comfort . . . and priced to appeal to good judgment, the New Commander Brougham is offered with a six cylinder or straight eight motor.

A roomy touring trunk at the rear; two extra wheels set in the front fender wells; new style French front, framing the non-shatterable safety wind-

shield, big chromium plated radiator and low, sweeping lines — not one, but many things emphasize the smartness of this brougham.

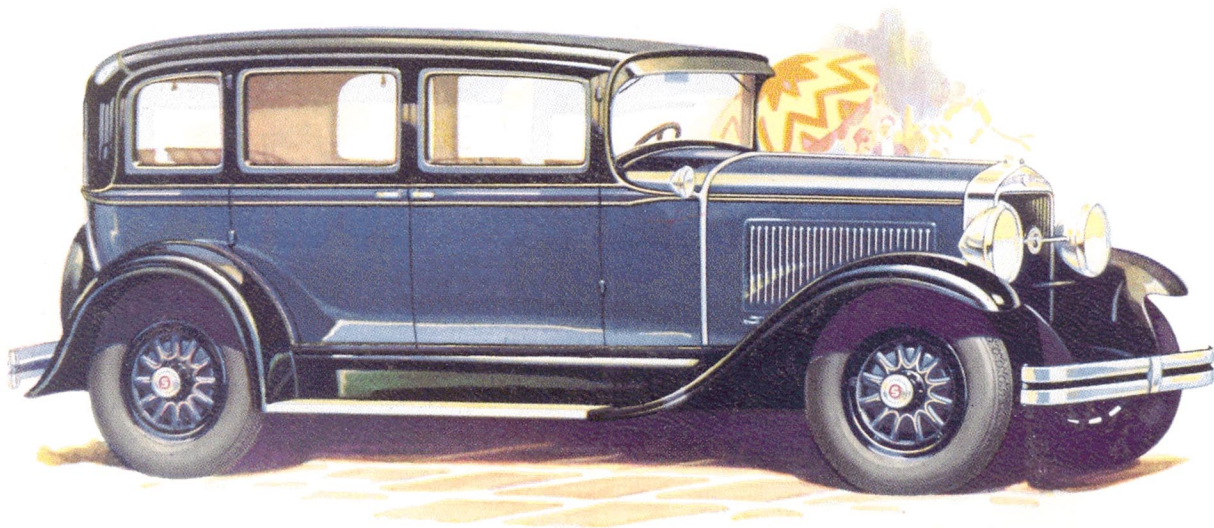
Hydraulic shock absorbers, ball bearing spring shackles, new double-drop frame, adjustable front seat and steering wheel, treadle type accelerator—all contribute luxurious comfort. French pillow type upholstery in fine Bedford cord gives ultra modern smartness and restful riding ease.

Any body type illustrated is available with Commander six cylinder or straight eight motor.



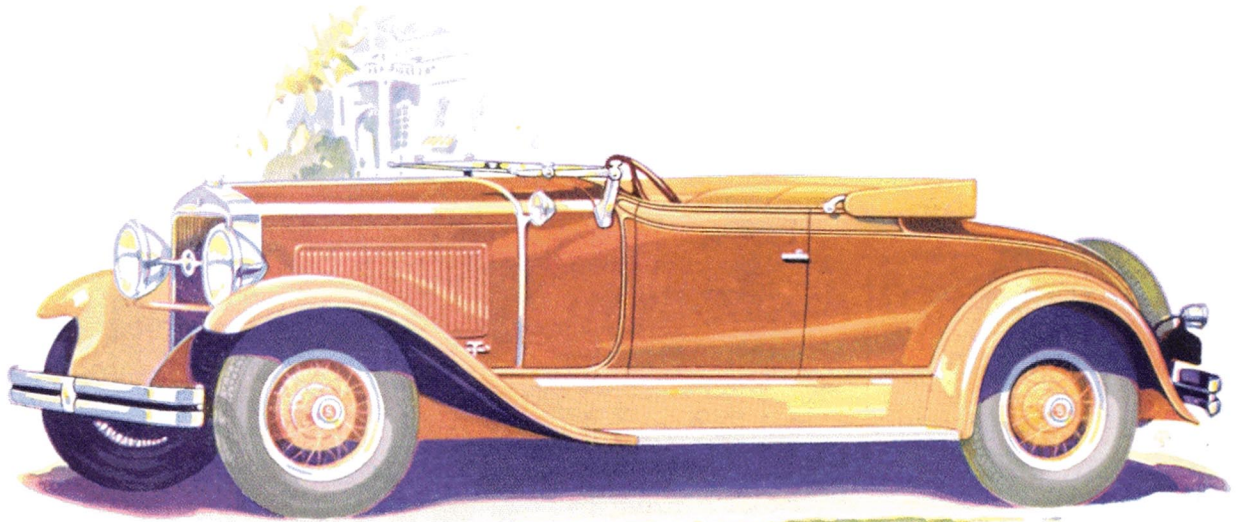
THE NEW COMMANDER CONVERTIBLE CABRIOLET FOR FOUR

*An open roadster or a closed car as you wish. Windows can be raised with top down.
Comfortable rumble seat in rear deck.*

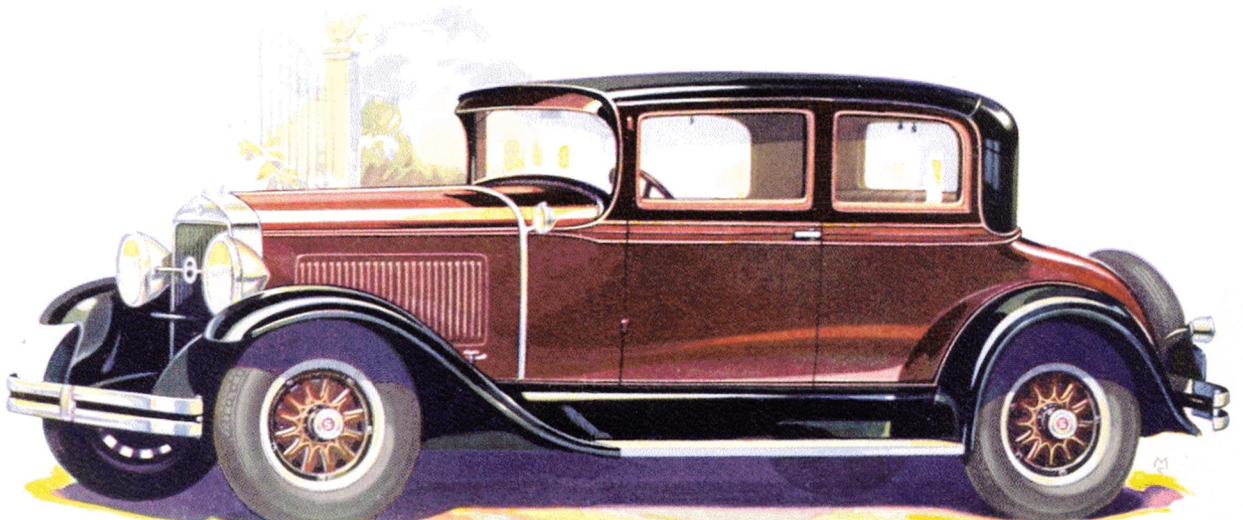


THE NEW COMMANDER SEDAN FOR FIVE

*With either a six or eight cylinder engine, this four door sedan is unapproached in value.
Adjustable front seat. Longer, wider body.*

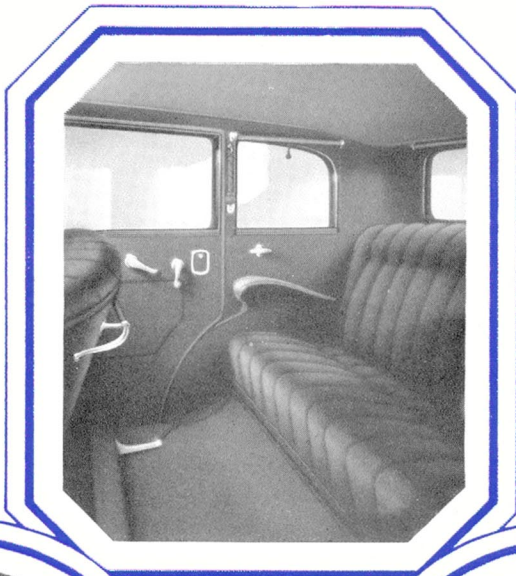


THE NEW COMMANDER REGAL ROADSTER FOR FOUR
Thrilling performance and superlative smartness combined. Folding safety glass windshield. Hydraulic shock absorbers. Genuine leather upholstery.

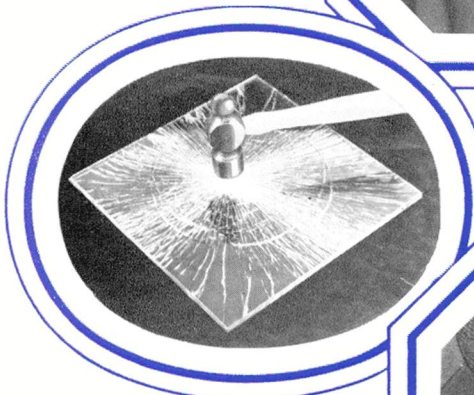


THE NEW COMMANDER VICTORIA FOR FOUR
Soft, fleecy mohair upholstery. Individual chairs for driver and companion; lounge seat for two extra passengers.

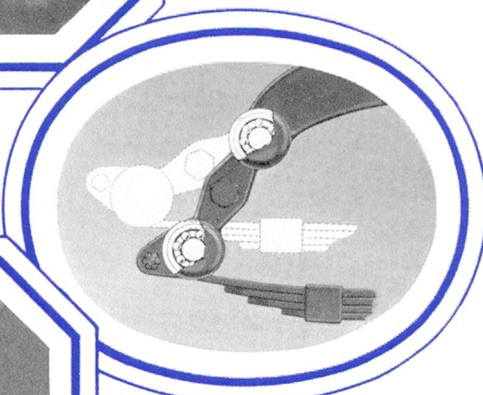
*New
comfort
New
safety*



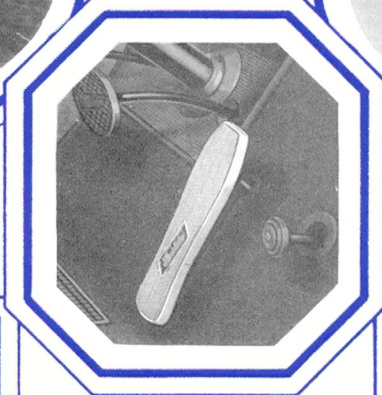
(LEFT) This restful rear seat in the new Commander is built for comfort. Notice the form-fitting upholstery, cushioned arm rests and other costly car features—all offered at a new low price.



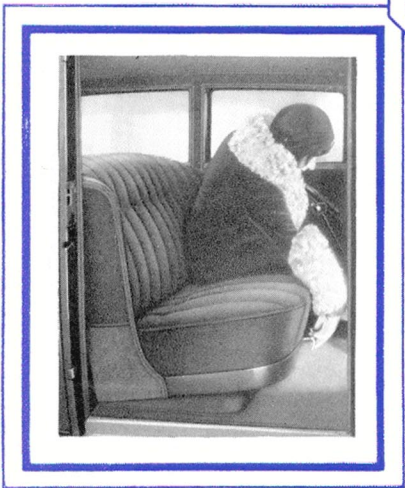
(ABOVE) New safety glass windshield will not shatter even when broken by a blow. No danger from flying glass. Another Studebaker safety feature!



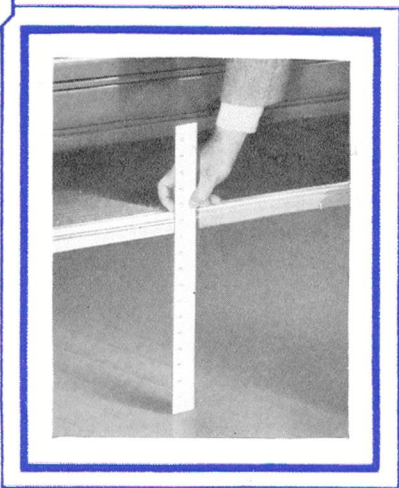
(ABOVE) Patented ball bearing spring shackles give new riding ease. No lubrication for 20,000 miles or more. Hydraulic shock absorbers are standard.



(ABOVE) New rubber treadle foot accelerator relieves strain on long drives—stays cool—protects dainty slippers.



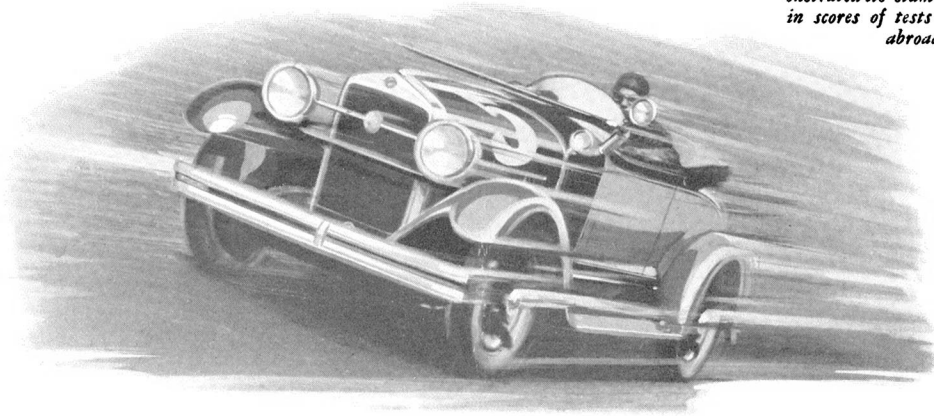
(LEFT) The front seat in this new Commander is easily adjusted. Steering wheel and foot pedals also adjustable.



(RIGHT) Studebaker's double-drop frame swings the body closer to the road to increase riding comfort and add to your safety. Swaying and skidding is minimized.

A New and Finer Commander at a still Lower Price!

Since its introduction, two years ago, The Commander has demonstrated its stamina and speed in scores of tests at home and abroad.



TWO years ago Studebaker introduced The Commander, and with it a standard of motor car performance which has since made this car the most widely discussed, the most eagerly sought fine car in motordom.

Now Studebaker introduces an even finer, more brilliant and more beautiful Commander—*and at a still lower price!*

The new Commander is offered with a six cylinder or straight eight motor. Smooth, thrilling performance is assured with either.

The new Commander has longer and wider bodies to permit more leg room and seat room. A new double-drop frame lowers the chassis and adds to riding comfort. The new front seat, steering wheel and foot pedals can be adjusted exactly as you like them.

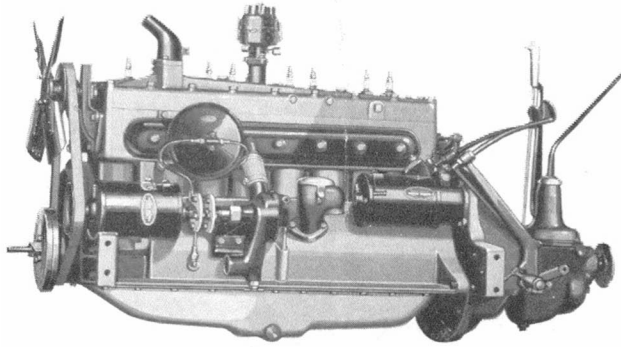
Hydraulic shock absorbers are supplemented by the greatest improvement in

riding comfort since balloon tires—patented ball bearing spring shackles, pioneered by Studebaker.

While endowing the new Commander with greater beauty and added comfort, Studebaker has also given it new safety features. Studebaker-built bodies of armored steel are mounted closer to the road to prevent swaying and skidding. Amplified-action four-wheel brakes, already twice as efficient as required by national safety codes, have been improved.

The steering wheel is of thin-grip type, non-breakable because of a steel core. As the final step to insure perfect safety for you and your family, Studebaker uses windshield glass which is shatter-proof.

Studebaker's new Commander Eight or Six is a thoroughbred car with its spirit attuned to the swift tempo of today—and tomorrow!



THE STUDEBAKER COMMANDER STRAIGHT EIGHT ENGINE
Commander models are also offered with a six-cylinder engine.

SPECIFICATIONS

WHEELBASE: 120 inches.

ENGINE: *Commander Eight*: Eight cylinders in line, L-head, cast en bloc. Bore $3\frac{1}{16}$ inches; stroke $4\frac{1}{4}$ inches; piston displacement 250 cubic inches. S.A.E. rating 30 h. p. Develops 80 brake horsepower. Bohalite invar strut pistons, 4 rings. Automatic choke control.

Commander Six: Six cylinders, L-head, cast en bloc. Bore $3\frac{3}{8}$ inches, stroke $4\frac{5}{8}$ inches; piston displacement 248 cubic inches. S. A. E. rating 27.3 h. p. Develops 75 brake horsepower. Automatic choke control.

LUBRICATION: Full pressure feed; oil filter and crankcase ventilator. Engine oil requires changing only every 2500 miles.

COOLING SYSTEM: Centrifugal water pump, thermostatic control.

CLUTCH: Single disc fitted with torsional vibration dampener and clutch brake.

TRANSMISSION: Three speeds forward and one reverse. Gears cyanide treated for maximum hardness and minimum wear.

REAR AXLE: Semi-floating, with Timken bearings.

DRIVE: Hotchkiss with balanced tubular propeller shaft.

SPRINGS: Multiple leaf; semi-elliptic, front and rear. Ball bearing spring shackles.

FRAME: New double-drop design.

BRAKES: Amplified-action mechanical four wheel brakes, internal expanding.

TIRES: Six-ply balloon 19 x 5.50-inch. Non-skid all around. Outside diameter, 31 inches.

EQUIPMENT: Two automatic windshield cleaners, and no-glare rear vision mirror. Non-shatterable safety windshield glass. Hydrostatic gasoline gauge, engine thermometer and other indicators grouped under glass, indirectly illuminated. Coincidental lock to steering and ignition. Adjustable front seat, steering wheel and foot pedals. Rubber covered treadle type foot accelerator. Hydraulic shock absorbers, front and rear.

Studebaker reserves the right to change any of the specifications listed without obligation to subsequent purchasers or to add new designs or improvements without making similar alterations in automobiles already manufactured.