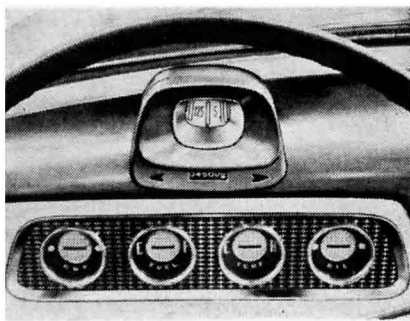
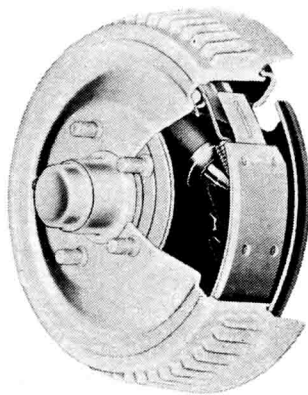


TO BE RELEASED DECEMBER 10th



First interior feature to greet you in the surprisingly new Studebakers is the "Cyclops Eye" one-figure-at-a-time speedometer. Finned brakedrums appear on President and Golden Hawk



UNFORTUNATELY, we must temporarily do without detailed pictures and description of one of the most interesting of the new cars. The reason revolves around something called a "release date" which means, simply, that Studebaker arbitrarily cannot be publicized prior to Dec. 10. This issue of MT has been on the newsstands since Nov. 10, so we must be content with teasing ourselves as well as you.

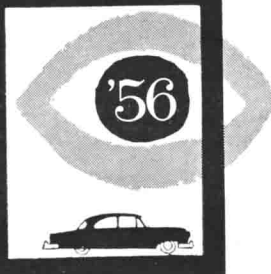
Both sedan and sport model Studebakers have undergone what is in our opinion the most drastic restyling *short of changing basic body tooling* in the history of the industry. Speaking of Loewy-styled Studebakers of the recent past, parent corporation president James Nance says: "You either liked it or you disliked it. It was a highly individualistic car . . ."

Speaking of the new sedan models, he says: "We feel we have taken them out of the *fringe* market and put them squarely back in the *middle* of the market." Both quotes are obvious references to the former, controversial European look.

The new sedans—Champion, Commander, President, and equivalent of the Land Cruiser—have been thoroughly "Americanized," but it has been done in a most tasteful manner. Both Don MacDonald and I feel at the moment that they are prime candidates to take the next MT best styling award. I didn't notice an outstanding difference in the performance of the Studebaker driven at the Packard Proving Ground, altho there is an improvement from 1955.

Outstanding interior feature is the new "Cyclops Eye" speedometer which works kind of like running a powerful magnifying glass over a line of newsprint. There, you see only the word you are reading; in this case, the speed at which you are driving. Other instruments are set in a row underneath and are of the new "flag" type. For example, while water temperature is normal, a green band shows; should the car overheat, a red (Continued on page 61)

drivescription



STUDEBAKER

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## '56 Studebaker

band would appear. Generator, fuel, and oil gauges work in a similar manner.

Altho sedans (the term as used in connection with Studebaker is a general one, meaning 2- and 4-doors as well as station wagons) have taken on a Yankee look, the coupes are more European than ever. There is now total styling distinction between the 2 basic lines of cars.

Headed by the Packard-powered Golden Hawk (a much more powerful replacement for last year's Speedster), coupes and hardtops feature a Lancia-like grille with a long, high hood. The rear deck has been built up with Fiberglas and there is a rear grille somewhat similar to the Gaylord car on page 36.

I noticed when driving the Golden Hawk on the Utica, Mich., proving grounds that there was a definite tendency towards front-end heaviness. It wasn't objectionable, but made the car feel much different from last year's Speedster. This is the result of grafting in the big 275-horsepower Clipper V8. Steering effort, while still quite tolerable, is definitely increased during fast cornering. Altho I couldn't get accurate figures due to rain, acceleration is quite phenomenal; the car should soundly crack 10 seconds in a 0-60 mph run.

Indianapolis driver Bill Holland was on hand to take the Golden Hawk around the Packard track on a timed speed run. It was raining and Bill had trouble with the windshield wipers losing adhesion at speed; nevertheless, he clocked 114-plus mph. Later in the day, before another group, he clocked slightly over 120 in the same car, which is closer to its capability.

The Golden Hawk continues to feature the custom (Stewart-Warner) instrument panel with single, round gauges. In addition to the usual, there are a tach, a vacuum gauge, and a sweep-second clock. I found the grouping very legible, and the black Fiberglas dash is claimed to have much better crash resistance than padded steel.

—Don MacDonald and Walt Woron

continued from page 25

## '56 Nash

Hitting the Ultramatic kickdown at 30 or 45 mph in the lower DRIVE range brought a reaction that should impress any showroom shopper. More important, Ultramatic, described last year as having a "smooth range" and a performance range, now has a pair of smooth ranges, with no loss of performance in either.

Takeoffs in the low DRIVE range were quiet, as well as smooth, and the biggest test—a kickdown to low gear at 15-25 mph—came off without the jarring lurch and noise inherent to last year's unit. Pickup in the normal driving range is silky smooth and notably improved



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