

The '61 HAWK Sporty, Stick-Shift Speedster

Biggest change on Stude's good looking sport sedan is a four-speed box

by **DUNCAN MAXWELL**

FOR 1961 the Studebaker Hawk—and the manufacturer calls this its vintage year—looks like its predecessor with the addition of new trim on the rear quarters. The two new parallel strips of brightwork—stainless steel, incidentally—are set off by contrasting enamel between them. The distinctive grille is the same—it should be—but the unique pronged medalion, missing last year, is now located in the mesh at the bottom left corner. The name "Studebaker" appears in small chromed script just forward of the door openings on either side between the thin trim strip and the fresh air vents.

Thus the new Hawk continues a style that is becoming something of an exclusive tradition with Studebaker; since the advanced design was introduced in 1953 the changes have been few and well thought out. For the intention was, and continues to be, to produce a distinctive car with features both sportive and functional enough to make it a fine only machine for the small family. The plans are to produce only 6,100 this year—an idea that will further the enjoyment of those who buy, for they need not fear owning a vehicle that is the same as a half-million others.

Individual seats, actually semi-buckets, are standard and may be

equipped with optional headrests. Reclining seats may also be specified by the buyer. The standard transmission is a three-speed synchromesh with column lever. Gearbox options are the automatic and the type fitted to our test car, the smooth four-speed, floor shift box. The latter will appeal to enthusiasts, for the '61 Hawk is one of the very few passenger cars offering such a gearbox. Power steering, power brakes and the "Hill Holder" are also optional. The latter, of course, is fitted only on the three or four-speed stick shift car. The Hill Holder makes starting up on a steep hill simple, because one merely keeps the clutch-pedal depressed after first bringing the car to a stop. The right foot, therefore, is placed back on the gas pedal after stopping; as long as the clutch is fully depressed an automatic device keeps the brakes applied. Releasing the clutch to start up releases the brakes without any backward coasting.

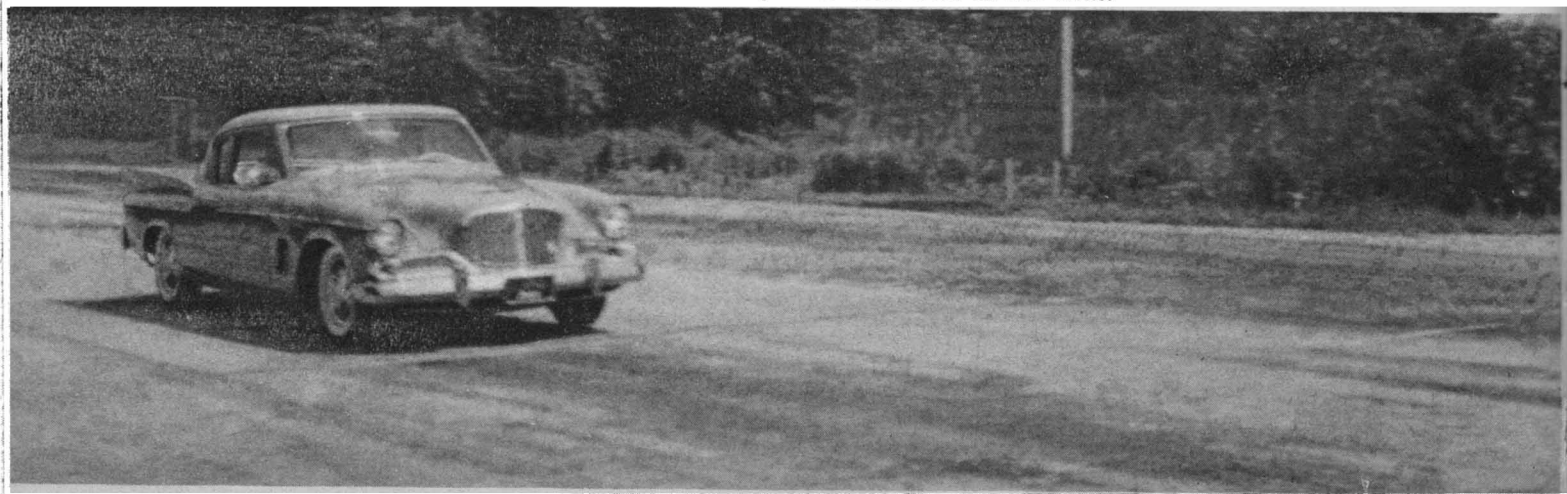
The dash panel is probably the finest, most readable and most functional in any domestic passenger car. The two familiar large dials are still used with honest oil pressure, generator and water temperature gauges instead of blinking lights. Most drivers will want the optional tachometer. Also optional is a much improved

air-conditioning system, under-the-dash type, which puts out a third more cold air than the anemic Eaton system used formerly. With the air, of course, a larger fan is used to draw more air through the radiator core. Wipers are electric.

The rear seat of the Hawk has good hiproom and headroom, but quite limited legroom. Therefore, this back bench is best suited to children, and three youngsters can be comfortably accommodated. Seat belts are optional for the front seat but the fully padded dashboard is standard as are the armrests. The new steering wheel is slightly oval in shape and the hub is depressed, giving more than an inch more leg space beneath the wheel than previously. The visibility is excellent and no changes were made in the windshield or the corner posts, Studebaker having elected to never go for the wrap-around fad. And dual headlights are *not* optional—Stude Hawks retain their sleek frontal appearance with singles.

Our test car was equipped with the two-barrel carburetor. Only the one 289 cubic inch block is available and there are *no* optional compression ratios. Thus, with the 8.8 compression ratio *regular* grade fuel only is used. Dual exhausts are standard, but an optional four-barrel carbu-

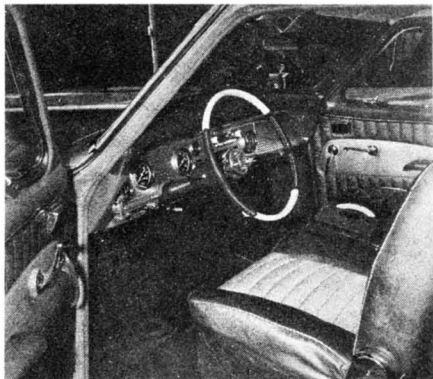
'61 Hawk is slipping around test track oval at about 100 mph. Car heels a bit on fast turns.



retor boosts the output to 225 brake horsepower and torque to 305 pounds feet. Our test machine had power steering, more or less necessary for most persons due to the fairly heavy front end. The power brakes, in our opinion, are not necessary. For the large finned drums dissipate heat rapidly and one must punish them through eight or 10 hard stops from upwards of 60 mph in order to induce dangerous fade. One option every car, regardless of make, should have is the limited slip, "Twin-Traction" rear axle. Were every so car equipped half the snow chains in the nation could be tossed into ashcans. For with the torque delivered to the driving wheel with best traction, it is possible to pull out of most mud-holes and out of or off from slippery places.

There are certainly more torrid cars on the road, but with those bigger displacement, higher compression engines you have to pay the piper with considerably more fuel, and premium grade at that. The following performance was achieved using a fifth wheel to strip all error from the car's speedometer (which was eight per cent optimistic throughout the test range.) The four-barrel carburetor would knock about one second off the zero to 60 mph time and would increase the maximum speed by a few miles an hour. The four-throater would also decrease fuel mileage by as much as 15-percent, depending upon the owner's driving habits, how often he burned rubber taking off and how often he floored the pedal on the open road. This performance, though, should be sufficient to satisfy almost any sensible person wanting a distinctive car combining sports car looks, feel (to some extent) and performance with the functionalism of the five-passenger family car. Actually, the fore-going is a pretty good description of the kind of car the '61 Hawk is. Here's how it goes:

Fully reclining bucket-type seats are standard equipment this year. About 6,100 1961 Stude Hawks will be built.



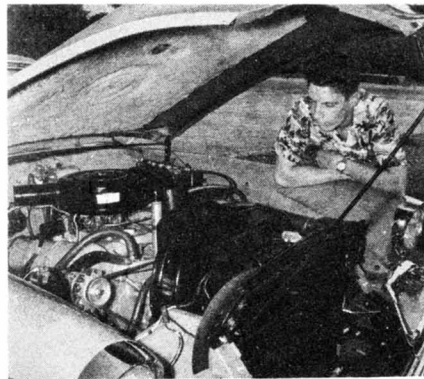
1961 STUDEBAKER HAWK	
<i>Equipment listed with * is that of test car; standard and optional items are discussed in text.</i>	
EXTERIOR DIMENSIONS:	
Wheelbase	120.5 inches
Length overall	204.0 inches
Tread	front 57.4 inches; rear 56.6 inches
Width overall	71.3 inches
Height overall	55.5 inches
Ground clearance	5.5 inches
Turning circle diameter	41 feet
Curb weight	3,290 pounds
Weight-to-power ratio	15.7 pounds per BHP
INTERIOR DIMENSIONS:	
Hiproom	front 59.5 inches; rear 58.0 inches
Headroom	front 35.5 inches; rear 34.5 inches
Legroom	front 43.5 inches; rear 37.0 inches
ENGINE:	
Cylinders, block, valves	90-degree V-8, OHV
Bore and stroke	3.56 x 3.62
Displacement	289 cu. in.
Carburetion	2-bby downdraft*
Compression ratio	8.8 to 1
Brake horsepower, max., at RPM	210 @ 4,500*
Torque, max., at RPM	300 pounds ft. @ 2800*
Exhaust system	dual
Croke	automatic
Fuel pump	mechanical
Fuel recommended	Regular
Crankcase capacity witr filter	6 qts.
Cooling system capacity w/heater	18 qts.
RUNNING GEAR:	
Steering wheel locy-to-lock	4.6 turns (manual and power)
Tire size	6.70 x 15
Fuel tank capacity	18 gal.
Brake lining effective area	173 sq. in., finned drums
Weight (curb) to brake area ratio	19.01 pounds per sq. in.
Driesshaft type	exposed one-piece w/two U-joints
Transmission	4-speed manual, floor shift lever*

0 to 45 mph	3.3 seconds
0 to 45 mph	6.8 seconds
0 to 60 mph	10.1 seconds
30 to 50 mph	3.8 seconds
50 to 70 mph	6.9 seconds
50 to 80 mph	11.9 seconds
Fuel consumption	17 city; 19-22 highway
Fuel used	Mobilgas Regular

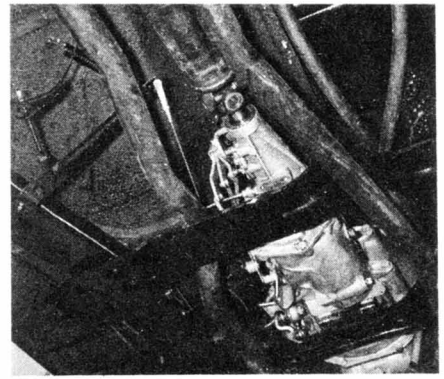
Maximum speeds have been something Detroit—the industry, that is—hasn't wanted to say much about for the past few years. But because we know the buffs like this info, we'll level with you. The Hawk with the two-barrel pot, the four-speed box and Twin-Traction rear axle (and the standard 3.31-to-1 ratio) is good for

(Continued on page 64)

Engine compartment is filled by 289 cu. in. V8. Barely any changes have been made on this fine performing power-plant.



Although four-speed manual transmission takes up more space than previous boxes, installation is neat.



roadability. Right now there are several out-and-out sports cars that would be *very* lucky to stay with a '61 Pontiac through a fast bend without being "hung out like a Monday's wash." Considering what other chores the Pontiac must accomplish, it's pretty amazing.

And that about sums up the '61 Pontiac. As you can see from the accompanying figures, It Performs, it's pretty and ride and controllability are a pleasure. And the men behind the Indian Head have another hot product this year.

CHRYSLER 300G

(Continued from page 17)

six centrifugal weights fly outward and wedge themselves between the pressure plate and its cover, pressing the plate more firmly against its disc. Commensurately, the force exerted by the weights becomes progressively greater as revs increase so that the effective total force of the pressure plate against the disc becomes more than 2,800 pounds as peak torque is reached. Should you think that this represents a lot unnecessary trouble on the part of Chrysler engineers, remember that the 300 G's 413 cu. in. powerplant has a maximum torque output of 495 lbs/ft at 2,800 rpm!

The impressive-sounding box has a couple of failings, however. The first is the fact that, believe it or not, it just doesn't match the automatic's pep! While a 0-60 clocking of seven seconds flat in a car of the G's size is nothing to sneeze about, to be sure, we were able to clock 6.5 second readings on an automatic-equipped F. Furthermore, we witnessed a quarter-mile drag between two G's, one Torqueflite-powered and the other three-speed equipped, at a Chrysler-sponsored demonstration in which the automatic car "took" the manually shifted model by more than a length. Both cars were driven by champion sports car and Gran Prix drivers who assured us that they were really trying!

A considerable throw required from First to Second on the manual model may be the explanation for the automatic's seeming advantage. As for road and street driving, let's just say that the manual transmission makes the driver work. Speaking for ourselves, we wouldn't mind the work if it tended to sufficiently improve the car's performance over that of the Torqueflite. But it doesn't, mainly because First is not a synchromesh gear and is therefore useless once you have upshifted. Imagine tooling a 375-horsepower car through New York City traffic with only two gears and you'll get our point. Getting the

300 G to pick up smoothly from, say, 10 mph in Second requires considerable revving-up, hence gas-burning. And our mileage-per-gallon amounted to 9½ in traffic and 13 on the road, so the need for useless revving bothered us. And frequent shifting, what with a necessarily stiff clutch pedal, produced an over-abundance of lurching that proved somewhat annoying. For our money, we would stick with the automatic and save 150 dollars—the cost of the optional manual—to boot. Other than the manual transmission, the only cause for quibbling we could find in the 300 G was the location of the turn signal control—on the dash to the driver's left. But, of course, we're used to seeing it on the steering column.

From here on, anything we could possibly say about the 300 G would have to be to the good. The big ram-inducted V8, breathing through a pair of four-barrel carburetors, has been refined over the past couple of years to the point where it is a quiet, tractable, steady performer in spite of its ability to produce tremendous accelerating thrust and loaf as it powers the car along even at 100 mph (stock 300's have clocked speeds as high as 149 mph). Its 10-to-1 compression ratio requires that it be fed premium gas, yet although the engine idles at 750 to 800 rpm, even the driver sometimes has to check the console-mounted tach to make sure that it's running. Incidentally, you can get the "G" to 100 mph in 16 seconds—if you can find a place other than a drag strip at which to do it.

Handling and ride are above reproach. Torsion bars teamed up with 60-inch outrigger springs and heavy duty shock absorbers provide the handling necessary in a car having such raw power, yet allow it to maintain luxurious riding qualities.

Not to be neglected in this description are steering that's amazingly quick in spite of the standard equipment power-assist, an absence of annoying squeaks and rattles made possible by the 300 G's unitized body-frame construction and excellent braking ability and characteristics. Incidentally, power-assisted brakes and steering and the Torqueflite transmission are standard equipment and are included in the 300 G's base price of 5,411 dollars (exclusive of state and local taxes).

Among an array of optional equipment that will turn this handsome power package into an automotive palace are radios (a choice of two), power antenna, rear shelf speaker and rear window defroster on the hardtop, push button heating, electric window lifts, air conditioning,

six-way power seat, limited-slip differential, and so on.

As we said, the 300 G is a unique car and well worth its price (if you can afford it) if you want that rare combination of brute power and superb handling fitted into a luxurious, fine-riding package.

STUDEBAKER HAWK

(Continued from page 19)

well over 100 mph. On Studebaker's high speed oval—rough in places due to age and without straights enabling one to build to full top—the test car with fifth wheel rammed to 108 mph. With a couple of miles of smooth pavement without curves it should do about 112. But with the four-barrel pot, not tested, there's no reason why this baby cannot do a neat 115 mph. Of course, there are a number of axle ratios available. It is doubtful whether the standard three-speed box, even with the optional overdrive, would quite equal what we achieved with the four-speed.

Improved steering reduces the effort required to maneuver the car without power, but the look is still the same 4.6 turns as formerly. This seems slow, but Studebaker employs a variable ratio which results in faster steering than one would imagine for rounding street corners and on twisting roads. The suspension system has been refined but is essentially as before. Front coils are bolstered against an anti-sway bar. Rear springs carry the axle farther to the front, that is the axle is mounted asymmetrically. Telescopic shock absorbers have been revalved to buffer dips and abrupt rises well and with less rebound shock. New rubber blocks beneath the frame cushion the rear axle and propeller shaft against the shock of deep dips taken too swiftly.

Quite low slung, but with the advantage inherent in retaining 15-inch wheels, the Hawk has better road clearance than many other cars. The lowest parts are the two mufflers, which can be cinched up a bit closer to the underparts if one desires to tinker. Even so the overhang, front and rear, is considerably less than on many other cars with a similar wheelbase. For the Hawk with its 120.5-inch wheelbase is five inches and more shorter overall than most competitive makes in the same price class. Price, incidentally, is right in line with the top models of the so-called Low-Priced Big Three, and less in some cases.

A car in a class by itself, then, is the Hawk. Does its handling and roadability warrant this distinctive category?

For a car basically intended for

family use, the answer must be *yes*. If you want a sports car, one that corners without perceptible lean, then the Hawk is not for you. But remember that the sports car will not give you a bump-absorbing ride or have space for a family.

With a fore and aft weight distribution, with two aboard, of 55 per cent on the front wheels and 45 on the rear, Hawk's balance longitudinally is in line with that of almost every other domestic car and a shade better than some. Thus, on a hard corner the skillful driver—and no other type has any business barrelling into a hairpin—can bring the Hawk through without ploughing. Sway, unless one loses rear end traction, is non-existent if a certain amount of common sense is used. Leaning over, however, is another matter; on this score the Hawk is about average. Occupants, even the driver, are not likely to be as aware of corner-heeling as are onlookers; yet it is not excessive by today's standards which demand a passenger car to also have a reasonably soft ride. The four-speed floor stick, which falls to hand easily and has a sports car feel, can be used to shift down handily for best roadability if fancy driving is one's forte. Powering through corners is one of this car's abilities and, thus, the car can be drifted slightly on long curves at speeds not generally safe in many sedans.

Body assembly is improved this year, the word having gone out from management that quality is to be a reality rather than saletalk. Thus, on bumpy roads where door rattles once disturbed Hawk owners, the new model is solid. But let's face it, frequently rattling doors betray nothing more than the owner's lack of attention to the proper adjustment of door latches. The back roads of the Studebaker proving grounds have some of the roughest test roads anywhere. Special roads include staggered and irregular bumps built into the black-top. Over these we went, back and forth, with the track closed to enable us to feel the car out under all conditions. The frame, like that of previous models, is a rigid one and the better crafting of the bodies substantiates management's claim that the '61 is more resistant to torsional stresses than ever before.

Roadability of a rather high order must be credited to the Hawk. Primarily a car for open spaces, this machine can pack hundreds of miles a day away with minimum driver fatigue. This it will do in flat or mountainous country and with fuel economy that is rare in V8 machinery in a car more than 200 inches long.

There is plenty of luggage space for the average family of five. Six aboard is not recommended, for the bench front seat is no more. What one gets for a moderate price is an unusual car with fine car features, rather ageless styling and an engine big enough to pack plenty of performance but without excessive fuel requirements. Nor is it so highly tuned that constant tinkering is required. Summed up briefly, the '61 Hawk must be driven to be properly appreciated.

FORD 390

(Continued from page 11)

from First to Second at 45 mph and from Second to Third at 72 mph. Downshifting to Low range when we tested for engine braking power got us into First, or Low, range at 18 mph and the big engine really slowed the car from there on!

The power steering and brakes with which our test vehicle was equipped performed very well. Although we experienced some fade after repeated panic stops from up to 60 mph, brake "grab" was never noticeable and the pedal pressure increase required as more and more stops were made was negligible. The power-assisted steering had excellent wheel return, as fine a return a swe have ever witnessed on any American, power-assisted car. Road reaction to bumps and washboard roads was negligible and the car tracked very well, although very bad road imperfections could be felt through the wheel. At higher speeds on curves, we evidenced some slight oversteer, but never enough to cause worry.

What we did find to be below par on high speed curves was the amount of lean allowed by the pillow-soft suspension. The standard equipment shocks, we felt, were responsible and should be replaced with the heavy duty units (offered as factory options) on any Ford ordered with the 390 engine.

Interior appointments on our test car reflected excellent quality control, although it is only fair to mention that this was a pre-production car, one of 20 to 30 being turned out daily at the time of this test (mid-September). All controls were easily accessible to the driver and seating front and rear were adequate for our over-six-foot tester, although jolting bumps found him barely touching the headliner when seated in the rear. The only rattles we encountered appeared on washboard roads, and even then were restricted to under the dash.

But the big story of the 390 Ford is its power. The best way to illustrate that is to simply list the standing start and passing times recorded. In-



ARE YOU BALD? or LOSING HAIR

Today you have new hope for hair regrowth... it's been proved that even though you are bald, hair roots may still be alive to produce new hairs. Thousands have accomplished this AT HOME with the amazing Brandenfels System. (Now in 13th year). See "before" and "after" pictures at left. Go ahead... write now for full FREE information.

Carl Brandenfels
BOX 78-H ST. HELENS, OREGON, U.S.A.



MAKE ANY WINDOW INTO

ONE WAY GLASS

NOW... with simple drug store materials, you can treat plain window glass so YOU CAN LOOK OUT through it, but the person on the other side CANT LOOK IN AT YOU. To get your Complete "One Way Glass Formula" send only \$2.00 to:

E-Z FORMULAS, Dept. 590
5880 Hollywood Blvd., Hollywood 28, Calif.

BREATHERS —

FOR ANY ENGINE
RUGGED—DEPENDABLE
A NECESSITY
Dealers Invited
SEND FOR FREE LITERATURE

\$5⁹⁵



STELLING & HELLINGS CO. 2800 W. Burbank Blvd.,
DEPT. C Burbank 10, Calif.

MAGNETOS VERTEX

Sales - Service — All Types
Research Development
JOE HUNT 2600 W. Vernon Ave.
Los Angeles, Calif. AX 2-8137



PISTONS

America's Finest
• RACING
• SPECIALS • LARGE
• OVERSIZES

MERRYMAN, BOX 422
ONTARIO, CALIFORNIA

in the next issue of cars

**EIDSCHUN RESTYLES THE '61
CORVAIR, COMET, VALIANT**

Help Fill the MS'

- Research
- Clinics
- Patient Aid



*MULTIPLE SCLEROSIS