

guide Buyers guide

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driving *all* the '56 models.
Starting on page 17.

'56 RAMBLER and FORD Road Tests



Buyers guide Buyers guide Buyers guide

JANUARY 1956 25c



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YOUR
1956

STUDEBAKER?

THE BIGGEST FACELIFT appeal in the auto industry this year may well have blossomed from South Bend, Ind. Using a shell that has been basically the same since '53, Studebaker has come up with what looks like an all-new car. Primary features are a raised (Fiberglas) rear deck and hood, an outstanding Italian-looking grille, tasteful new side trim and fender cutouts.

You'll need all your fingers and toes to count the body models and engine options to go along with them. President, Commander and Champion offer 2- and 4-door sedans along with 3 different station wagons. Biggest news of all is an entire line of sports coupes called the Hawk series, headed by the 275-horsepowered

Golden Hawk (other Hawks sport 210, 170, and 101 as standard horsepower). The new President Classic has a 289-cubic-inch, 210-hp engine; other Presidents have 195. Commanders are rated at 170 (185 with optional power equipment). Champion series remains at 101.

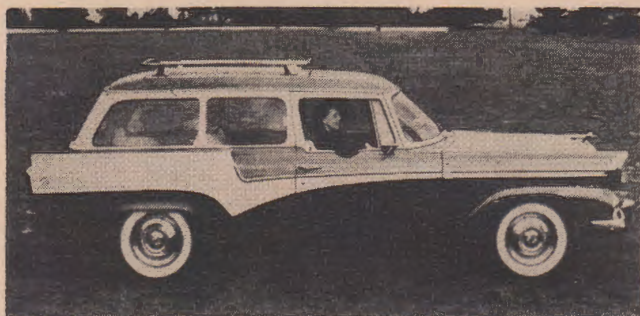
Other features include a new Flightomatic transmission. This new torque converter unit will be available on all models (except the Golden Hawk which uses Ultramatic) and promises more snap and added kickdown surge. Electrical systems will be newly standard 12 volt thruout the line. Studebaker will offer a full line of power accessories. Safety belts will be optional—Studebaker uses the type which fasten to the door (a handy clip

BUYER'S GUIDE

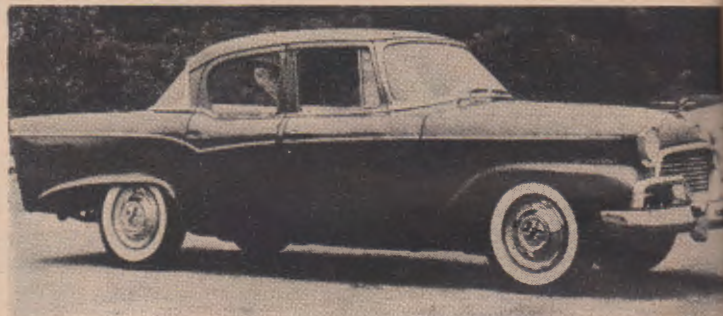
holds the loose end to the door when the belt is not in use).

Q. Is it easy to get in and out?

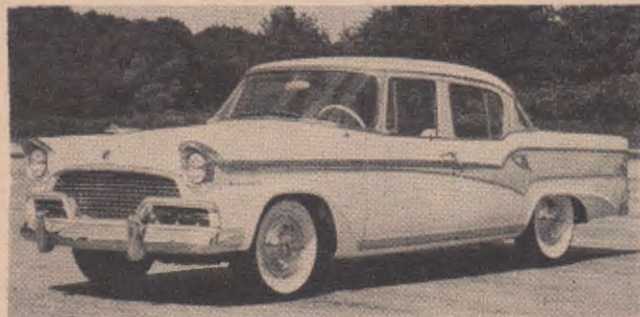
A. No trouble with sedans—posts of moderately wrapped windshield don't get in the way. Steering wheel is set high enough to allow legroom. You'll have a little more difficulty with Hawk series—lower roof, cowl and steering wheel make things considerably more cramped; still no great chore. As in past, sedan doors



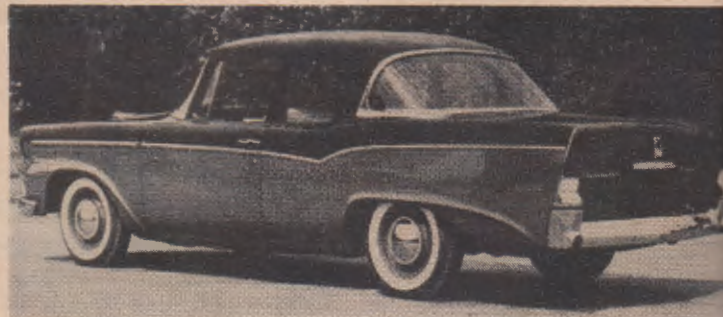
Studebaker President Pinehurst



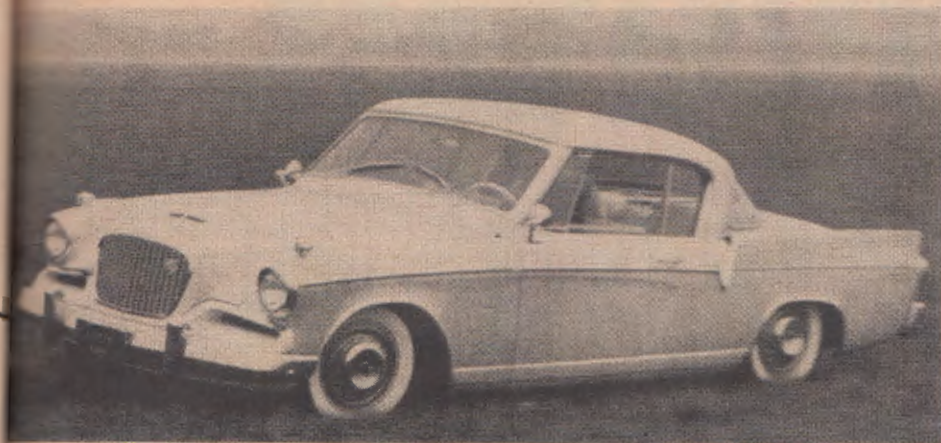
Studebaker Commander V8 4-Door Sedan



Studebaker President Classic 4-Door Sedan



Studebaker Champion 2-Door Sedan



Studebaker Golden Hawk

slant to somewhat of a point at upper rear edge, could nick unsuspecting in chin or chest when entering.

Q. Is the driving position comfortable?

A. Fine in both sedan and Hawk series, but somewhat different from one another as well as from '55 models. In President we drove, seating position seemed higher—maybe it was due to raised hoodline. Steering wheel (which has small, groove-type grips around upper half) is set high, but not enough to restrict vision. Roughly same setup in Hawks, but steering column is much lower—right in your lap. In fact it might be too low for some; it's easy to hit your hand on your thigh when whipping wheel around rapidly, and it's still easier to hit your thigh on wheel when going from accelerator to brake or when clutching. High-set brake pedal is larger this year and suitable for right or left foot braking—clutch pedal is still rather small. Accelerator is positioned too far from tunnel to use it as a foot rest. You sit on a firm seat with back slanted at what seems to be the right angle. Controls are handy and you wouldn't be likely to catch your sleeves on the window or door controls. Ashtray and clock are on right side—there's hardly enough clearance for small but deep glove box door when ashtray is pulled out. New "Cyclops" speedometer (consisting of a small drum which rotates to show only the speed at which you're traveling) is reminiscent of the Model A but is located on top of dash directly in front of driver—you can easily glance at it without taking your eyes from the road. Other instruments, in keeping with novel speedometer, have moving bands which show green for safe ranges, red for danger. Instruments on Hawk series are aircraft-type (like '55 Speedster), include tachometer and vacuum gauge, will be an easy-to-read source of joy to sports-car fanciers.

Q. Is vision good?

A. Generally very good—large curved (but not fully wrapped) windshield with

slim, non-distracting posts gives fine view ahead (altho rear-view mirror might create a blind spot for tall drivers). Higher hood may bother those used to sharply sloping version of the past. Large wraparound rear window with no quarter panel blind spots allows excellent rear vision. No distortion noted in any Studebaker glass.

Q. Is it easy to drive?

A. Not loafingly easiest—Studebaker power unit takes *most* work out of steering, but concentrates more on positive road feel than many others. Altho there is some restriction in steering Hawks, they have a responsively light action that makes you enjoy driving; you feel secure, too.

Q. Does it handle well on the road?

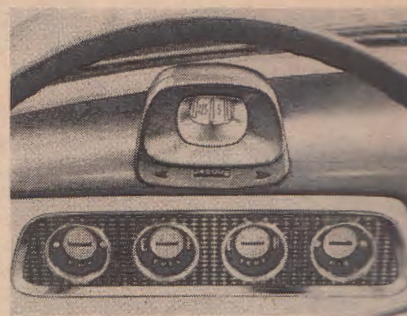
A. Sedans are still fine road cars. In very hard cornering cars drift easily and will break loose, but excellent steering and general stability thruout lets you know exactly where you stand, makes you master of most any situation. The Golden Hawk with big Clipper engine is definitely front-end heavy, will call for added care in cornering. Other Hawks with lighter engines may come closer to an ideal weight proportion for handling. New finned brake drums on Presidents and Golden Hawks give fade-free braking.

Q. Is the ride good?

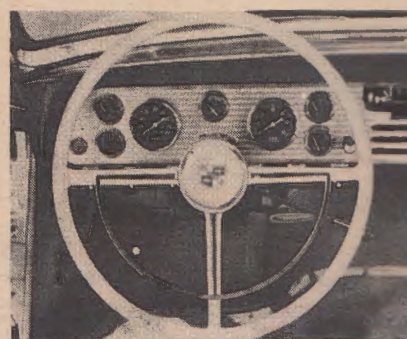
A. Ride would be classed good for lower-priced models, just average for the more expensive. In no case is it bumpy or annoying, and minimum lean in cornering makes for passenger comfort, but you do feel moderate rough spots, tar strips and the like. There is some, but not an excessive amount of noise within the car.

Q. Does it have good performance?

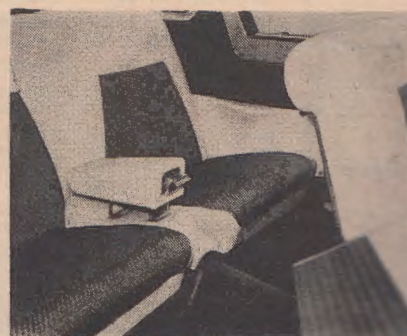
A. Studebaker says flatly that the Golden Hawk will be the hottest thing on the road. It quotes figures of 6 seconds flat from 30-60 (and 6.5 for the 210-horsepower Sky Hawk). Golden Hawk goes from 0-60 in 9.5 seconds. Good indication



Instrument Panel on Other Series



Golden Hawk Instrument Panel



Sky Hawk Interior

of top speed is Bill Holland's 120-mph lap on Packard Proving Ground. Going to other end of the line, the 110-horsepower Champion does 0-60 in about 20 seconds, 30-50 in just under 9, clocks a top speed of 85 mph. For other models just set up your own scale between these and judge the weight of your fist.

Q. Is it economical?

A. Fuel economy rates from expensive (Champion) to just average (Golden Hawk) but Studebaker engineers don't intend to give up their Midshipman Run fame. The top economy Champion will get well over 20 mpg in the highway range, over 30 mpg at a steady 35 mph, nearly 20 in traffic. Our 75-horsepower car (with 175-hp V8) would be a good Studebaker average for '56. It would get over 22 mpg at 30 and 40 mph, 15 at 60, 14 at 75 and about 10 at 85 mph.

Road test ('55 Champion with standard 120-hp V8. Road test of all '56 models on test track at GM Proving Grounds, Warren, Mich.)

PRICES: Not available at this time.

SPECIFICATIONS

MAKE AND MODEL

MAKE AND MODEL	Cylinder & Valve Arrangement	Engine								Rear Axle Ratios			Dimensions				Steering Wheel Turns—Lock-to-Lock		Turning Circle—feet	Tire Size			
		Maximum Bhp @ rpm in hundreds	Maximum Torque— lb.-ft. @ rpm in hundreds	Bore & Stroke— in.	Piston Displacement—cu. in.	Compression Ratio	Bhp/cu. in. Displacement	Carburetor—1, 2, or 4-barrel	Dual Exhausts	Transmission Available	Conventional	Overdrive	Automatic	Shipping Weight 4-door Sedan	Wheelbase	Widest Tread	Overall Length	Overall Width			Overall Height, Sedan	Mechanical	Power
Buick 40 Special	V80	220 @ 4400	319 @ 2400	4.00x3.20	322	8.9	.68	2	No, X	C, A	3.9	NA	3.2	NA	122	59	207	NA	NA	5.00	4.00	41.60	7.10x15D
60 Century	V80	255 @ 4400	341 @ 3200	4.00x3.20	322	9.5	.79	4	No, X	A	NA	NA	3.36	NA	122	59	207	NA	NA	5.00	4.00	41.60	7.60x15
50 Super	V80	255 @ 4400	341 @ 3200	4.00x3.20	322	9.5	.79	4	No, X	A	NA	NA	3.36	NA	127	62	216	NA	NA	NA	4.00	43.00	7.60x15
70 Roadmaster	V80	255 @ 4400	341 @ 3200	4.00x3.20	322	8.5	.79	4	Yes	A	NA	NA	3.36	NA	127	62	216	NA	NA	NA	4.00	43.00	8.00x15
Cadillac 60	V80	285 @ 4600	400 @ 2800	4.00x3.62	365	9.75	.78	4	Yes	A	NA	NA	3.36	NA	129	NA	226	80	62	NA	NA	45.00	8.00x15
62	V80	285 @ 4600	400 @ 2800	4.00x3.62	365	9.75	.78	4	Yes	A	NA	NA	3.36	NA	133	NA	215	80	62	NA	NA	43.40	8.00x15
75	V80	285 @ 4500	400 @ 2800	4.00x3.62	365	9.75	.78	4	Yes	A	NA	NA	3.07	NA	150	NA	236	80	64	NA	NA	51.70	8.20x15
Eldorado	V80	305 @ 4700	400 @ 3200	4.00x3.62	365	9.75	.84	4M	Yes	A	NA	NA	3.07	NA	150	NA	232	80	60	NA	NA	51.70	8.20x15
Chevrolet V8 conv.	V80	162 @ 4400	257 @ 2200	3.25x3.00	265	8.0	.61	2	No, X	C, A, OD	3.7	4.11	3.55	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15
V8 w/Powerglide	V80	170 @ 4400	257 @ 2400	3.25x3.00	265	8.0	.64	2	No, X	C, A, OD	3.7	4.11	3.55	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15
V8 w/Powerpack	V80	205 @ 4600	268 @ 3000	3.25x3.00	265	9.25	.77	4	No, X	C, A, OD	3.7	4.11	3.55	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15
6	60	140 @ 4200	210 @ 2400	3.56x3.94	235	8.0	.54	2	No	C, A, OD	3.7	4.11	3.55	NA	115	59	179	74	62	5.34	5.34	41.50	6.70x15
Chrysler Windsor	V80	225 @ 4400	NA	3.81x3.63	331	8.5	.68	2B	No, X	C, A	3.73	NA	3.54	3900	126	60	220	79	61	5.50	3.50	44.00	7.60x15
New Yorker	V80	280 @ 4600	NA	3.94x3.63	354	9.0	.79	4	Yes	A	NA	NA	3.36	4110	126	60	221	81	61	5.50	3.50	44.00	8.00x15
Clipper Super & Deluxe	V80	240 @ 4600	350 @ 2800	4.00x3.50	352	9.5	.78	2	Yes	C, A, OD	3.07	3.54	3.54	3700	122	60	215	78	62	5.00	3.50	43.00	7.60x15
Custom	V80	275 @ 4600	380 @ 2800	4.00x3.50	352	9.5	.68	4	Yes	C, A, OD	3.07	3.54	3.54	3915	122	60	215	78	62	5.00	3.50	43.00	7.60x15
Continental	V80	NA	NA	4.00x3.66	368	9.0	NA	4	Yes	A	NA	NA	3.07	4825	126	60	219	78	56	NA	3.92	45.30	8.00x15V
DeSoto Firedome	V80	230 @ 4400	305 @ 2800	3.72x3.80	330	8.5	.69	2	No, X	C, A, OD	3.9	4.3	3.73	3855	126	60	217	78	61	5.50	3.50	NA	7.60x15
Fireflite	V80	255 @ 4400	350 @ 3200	3.72x3.80	330	8.5	.77	4	No, X	C, A, OD	3.9	4.3	3.54	4005	126	60	217	78	61	5.50	3.50	NA	7.60x15
Dodge Coronet V8	V80	189 @ 4400	266 @ 2400	3.63x3.25	270	8.0	.67	2	No	C, A, OD	3.73	4.1	3.54	3435	120	59	212	75	61	5.00	3.50	42.30	7.10x15
Royal V8	V80	218 @ 4400	309 @ 2000	3.63x3.80	315	8.0	.69	2	No	C, A, OD	3.73	4.1	3.54	NA	120	59	212	75	61	5.00	3.50	42.30	7.60x15
Royal V8 w/Powerpack	V80	230 @ 4400	316 @ 2400	3.63x3.80	315	NA	.73	4	Yes	C, A, OD	3.73	4.1	3.54	NA	120	59	212	75	61	5.00	3.50	42.30	7.60x15
Coronet 6	6L	131 @ 3800	203 @ 2000	3.25x4.63	230	7.6	.52	1K	No	C, A, OD	3.9	4.3	3.73	3295	120	59	212	75	60	4.00	3.50	42.10	6.70x15
Ford Custom & Mainline	V80	173 @ 4400	260 @ NA	3.62x3.30	272	8.0	.64	2	No, X	C, OD	3.78	3.89	NA	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15
w/Fordomatic	V80	176 @ 4400	264 @ NA	3.62x3.80	272	8.4	.65	2	No, X	A	NA	NA	3.22	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15
Fairlane, sta. wags	V80	200 @ 4600	285 @ NA	3.75x3.30	292	8.0	.69	4	Yes	C, OD	3.78L	3.89L	NA	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15
w/Fordomatic	V80	202 @ 4600	289 @ NA	3.75x3.30	292	8.4	.69	4	Yes	A	NA	NA	3.22L	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15
6	60	137 @ 4000	202 @ NA	3.62x3.60	223	8.0	.61	1	No	C, A, OD	3.89L	4.11L	3.22L	NA	115	58	198	76	60	4.75	4.75	41.18	6.70x15
Hudson Hornet 6	6L	165 @ 3800	264 @ 1800	3.82x4.50	308	7.5	.53	1,2X	NA	C, A, OD	4.1	4.4	3.15	3530	114	60	209	78	62	NA	NA	42.67	7.10x15
Hornet V8	V80	220 @ 4600	320 @ 2200	4.00x3.50	352	9.55	.62	2	NA	A	NA	NA	3.15	3880	114	60	209	78	62	NA	NA	42.67	7.60x15
Wasp	6L	120 @ 4000	158 @ 1400	3.00x4.75	202	7.5	.58	1,2X	No	C, A, OD	4.1	4.4	3.58	3285	114	60	202	78	62	NA	NA	39.33	6.70x15
Imperial	V80	280 @ 4600	NA	3.94x3.63	354	9.0	.79	4	Yes	A	NA	NA	3.54	4565	133	NA	230	79	61	5.50	3.50	NA	8.20x15
Lincoln Capri & Premiere	V80	285 @ 4600	402 @ 3000	4.00x3.66	368	9.0	.77	4	Yes	A	NA	NA	3.07	W	126	60	223	80	60	NA	3.30	45.50	8.00x15V
Mercury conv. & overdrive	V80	210 @ 4600	312 @ 2600	3.80x3.44	312	8.1T	.67	4	No, X	C, OD	3.73	4.09	NA	NA	119	59	206	76	61	NA	NA	43.19	7.10x15S
Mercomatic (Medalist & Custom)	V80	215 @ 4600	317 @ 2600	3.80x3.44	312	8.4	.69	4	Yes	A	NA	NA	3.15	NA	119	59	206	76	59	NA	NA	43.19	7.10x15S
Mercomatic (Monteirey & Montclair)	V80	225 @ 4600	324 @ 2600	3.80x3.44	312	9.1	.72	4	Yes	A	NA	NA	3.15	NA	119	59	206	76	59	NA	NA	43.19	7.10x15S
Nash Ambassador V8	V80	220 @ 4600	320 @ 2200	4.00x3.50	352	9.5	.62	2	No	A	NA	NA	3.15	3830	121	60	209	78	62	NA	NA	44.30	7.60x15
Ambassador 6	6D	135 @ 3700A	220 @ 1600P	3.50x4.37	253	7.6	.53	1P	No	C, A, OD	4.1	4.4	3.15	3570	121	60	209	78	62	NA	NA	44.30	7.10x15
Statesman	6D	130 @ 4500	175 @ 1800	3.12x4.25	196	7.4	.66	2	No	C, A, OD	4.4	4.9	3.6	3170	114	60	202	78	62	NA	NA	42.75	6.70x15
Oldsmobile 88	V80	230 @ 4400	340 @ 2400	3.87x3.44	324	9.2	.71	2B	No, X	C, A	3.64	NA	3.64	3761	122	59	203	79	60	NA	4.75	42.00	7.10x15
Super 88	V80	240 @ 4000	350 @ 2800	3.87x3.44	324	9.2	.74	4	No, X	C, A	3.64	NA	3.23	3879	122	59	203	79	60	NA	4.75	42.00	7.60x15
98	V80	240 @ 4000	350 @ 2800	3.87x3.44	324	9.2	.74	4	No, X	A	NA	NA	3.64	4047	126	59	212	79	60	NA	4.75	43.00	7.60x15
Packard Patrician & 400	V80	310 @ 4600	405 @ 2800	4.50x3.50	374	10.0	.83	4	Yes	A	NA	NA	3.54	4275	127	61	218	78	62	5.00	3.50	45.00	8.00x15
Caribbean	V80	290 @ 4600	405 @ 2800	4.12x3.50	374	10.0	.77	4N	Yes	A	NA	NA	3.54	4275	127	61	218	78	62	5.00	3.50	45.00	8.00x15
Plymouth V8	V80	187 @ 4400J	265 @ 2400J	3.75x3.13J	277J	8.0	.67	2B	No, X	C, A, OD	3.73	4.1	3.54	3275	115	NA	205	75	60	NA	NA	NA	6.70x15
6	6L	125 @ 3600M	200 @ 1600M	3.25x4.63	230	7.6	.54	1L	No	C, A, OD	3.73	4.1	3.73	3145	115	NA	205	74	60	NA	NA	NA	6.70x15
Pontiac 60, 870, Safari	V80	205 @ 4600	294 @ 2600	3.94x3.25	317	8.9	.65	2B	No, X	C, A	3.64	NA	3.08	NA	122	59	206	75	60	5.06	4.25	42.50	7.10x15
Star Chief	V80	227 @ 4800	312 @ 3000	3.94x3.25	317	8.9	.72	4	No, X	C, A	3.64	NA	3.23	NA	124	59	213	75	60	5.06	4.25	42.90	7.10x15
Rambler	60	120 @ NA	170 @ 1600	3.13x4.25	196	7.44	.61	1,2X	No	C, A, OD	3.77	4.44	3.31	2830	108	60	191	71	58	4.67	NA	NA	6.40x15
Studebaker Golden Hawk	V80	275 @ NA	380 @ 2800	4.00x3.50	352	9.5	.78	4	Yes	A, OD	NA	3.92	3.07	NA	121	NA	204	78	56	NA	NA	NA	7.10x15
President	V																						

A—Automatic
 B—4-barrel optional
 C—Conventional 3-speed
 D—7.60 tubeless optional
 E—Optional: 8.3 comp. ratio
 F—Optional: hp 210,
 torque 292 @ 2800
 G—7.10x15 on Pres. Classic
 H—Optional: 185 hp
 J—V8 w/Powerpack: hp 280 @ 4400, torque 272 @ 2400; Hyfire
 V8: hp 180 @ 4400, torque 260 @ 2400, bore & stroke 3.63x3.26
 K—131 hp w/2-barrel carb.
 L—Converts. or sta. wag-
 ons: conv. 4.09, OD 4.27, A 3.34
 M—6 w/Powerpack: hp 131 @ 3600, torque 203 @ 2000
 N—Dual 4-barrel
 NA—Not Available
 O—Overhead valves
 OD—Overdrive
 P—Optional: hp 145 @ 4000, torque 230 @ 2000; 2 1-barrel sidedraft carburetors
 R—Coupes 121
 S—7.60x15 converts., sta. wagons & on air-cond. cars
 T—9.1 to 1 optional in all series
 V—8.20x15 on air-cond. cars
 W—Capri 4289 lbs., Premiere 4382
 X—Optional
 Y—3.31 on air-cond. cars