MY FAVORITE CAR

1957 STUDEBAKER

I liked this car because I thought it was years ahead of its time. The appearance was not just on the outside of the vehicle it had a very attractive interior. It had two engine options a 289 or a 352 Packard engine. Both engine could be purchases with a supercharger. The transmission was a three speed automatic or a three speed manual with overdrive. Options included Hill control, power steering and brakes.

The suspension was independent front and solid axle rear.

Brakes were Drum brakes with power booster.

Oil system was positive pump and cooling used a standard centrifugal force water pump.

Weighing just 3200 lbs. this vehicle was very lively to drive, but the 352 engine could cause handling concerns on sharp turns.

When riding or driving this vehicle it was a quiet ride and in most cases it handled very well.

Since Disc brakes had not became the norm the brakes were considered good for that era.

Badge used in the 1950s and 1960s

Industry	**Vehicle manufacture**
Founded	**February 1852**
Founder	**Studebaker brothers**
Defunct	**May 1967**
Headquarters	**South Bend, Indiana, USA**
Products	**Automobiles historic wagons, carriages and harness**

Parent	Studebaker Brothers Manufacturing Company

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Studebaker entered the automotive business in 1902 with electric vehicles and in 1904 with gasoline vehicles, all sold under the name "Studebaker Automobile Company". Until 1911, its automotive division operated in partnership with the Garford Company of Elyria, Ohio, and after 1909 with the E-M-F Company. The first gasoline automobiles to be fully manufactured by Studebaker were marketed in August 1912.[2]:p231 Over the next 50 years, the company established a reputation for quality and reliability.[3] After years of financial problems, in 1954 the company merged with luxury carmaker Packard to form Studebaker-Packard Corporation. However, Studebaker's financial problems were worse than the Packard executives thought. The Packard marque was phased out and the company returned to the Studebaker Corporation name in 1962. The South Bend plant ceased production on December

20, 1963, and the last Studebaker automobile rolled off the Hamilton

Power

Studebaker Golden Hawk 1957

The raised hood and grille were added to allow space for a larger engine, Packard's big 352 in³ (5.8 L) V8, which delivered 275 bhp (205 kW).[1] This big, powerful engine in such a light car gave the Golden Hawk a phenomenal power-to-weight ratio (and thus performance) for the time; of 1956 American production cars, the Golden Hawk was second only to Chrysler's 300 B by that measure — and the expensive Chrysler was a road-legal NASCAR racing car. The Golden Hawk can be considered, like the Chryslers, a precursor to the muscle cars of the 1960s.

The heavy engine gave the car an unfounded reputation for being nose-heavy and poor handling (the supercharged Studebaker engine that replaced the Packard mill for '57 was

actually *heavier*). Road tests of the time, many of which were conducted by racing drivers, seldom mentioned any handling issues. *Speed Age* magazine of July 1956 tested the Golden Hawk against the Chrysler 300 B, Ford Thunderbird and Chevrolet Corvette, finding that the Golden Hawk could out-perform the others comfortably in both 0-60 mph acceleration and quarter mile times. The fastest 0-60 reported in magazine testing was 7.8 seconds, while top speeds were quoted as 125 mph (201 km/h) plus. Film buffs will remember these performance statistics demonstrably cited as Charlie and Raymond Babbitt (Tom Cruise and Dustin Hoffman) spot a Golden Hawk in 1988's Rainman.

A wide variety of colors (including two-tone, befitting the times) were available. Two-tone schemes initially involved the front upper body, the roof and a panel on the tail being painted the contrast color, with the rest of the body the base color. Later 1956 production had the upper body above the belt line, including the trunk, as the contrast color with the tail panel, roof and the body below the belt line trim being the base color. The interior included an engine turned dash.[2]

An increased options list and reduced standard equipment were used to keep prices down compared to the previous year's Studebaker Speedster, which the Golden Hawk replaced. Even turn signals were technically an option.

The Golden Hawk was matched with three other Hawk models for 1956, and was the only Hawk not technically considered a

sub-model within one of Studebaker's regular passenger car lines; the Flight Hawk coupe was a Champion, the Power Hawk coupe was a Commander and the Sky Hawk hardtop was a President.

Contract with Curtiss-Wright

A three-year management contract was made by Nance with aircraft maker Curtiss-Wright in 1956[25] with the aim of improving finances.[2] C-W's president, Roy T. Hurley, attempted to cure Studebaker's ruinously lax employment policies. Under C-W's guidance, Studebaker-Packard also sold the old Detroit Packard plant and returned the then-new Packard plant on Conner Avenue (where Packard production had moved in 1954, at the same time Packard took its body-making operations in house after its longtime body supplier, Briggs Manufacturing, was acquired by Chrysler in late 1953.) to its lessor, Chrysler. The company became the American importer for Mercedes-Benz, Auto Union, and DKW automobiles and many Studebaker dealers sold those brands as well. C-W gained the use of idle car plants and tax relief on their aircraft profits while Studebaker-Packard received further working capital to continue car production

Paxton Automotive is a United States manufacturer of superchargers for automotive use. The company is the major proponent of the centrifugal type supercharger. Early products were offered under the McCulloch name. Some Paxton superchargers have been factory fitted, but most units sold have been aftermarket installed. Paxton products are possibly best known for their frequent use in performance-modified Ford Mustangs.

Inventor Robert Paxton McCulloch began producing superchargers to his design in 1937 for the Ford Flathead V8, a popular engine for performance modification at the time. The company estimates that around 5,000 were built before World War II stopped production.

Postwar, McCulloch developed a more sophisticated supercharger and began selling it in 1953. This was factory fitted to a number of vehicles at the time, including the Kaiser Manhattan, Packard Panther, Studebaker Golden Hawk, 1957 Packard Clipper and 1958 Packard Hawk.

In 1956, McCulloch set up a separate Paxton Superchargers division, selling it off in 1958. Supercharged engines were used for one successful year in NASCAR racing, after which forced induction was banned from the sport. For this purpose, Paxton superchargers were fitted as the rare (211 produced) F-option for the 1957 Ford Thunderbird.

A short run of Shelby Mustangs were fitted with Paxton superchargers, and Ford dealers offered Paxton superchargers

as a dealer-fitted Ford Mustang option from 1965 to 1972. Paxton still provides supercharger kits for older Mustangs as well as more recent models.

Still in business, Paxton now supplies complete supercharging kits for popular performance-modified cars, as well as bare superchargers for more customised installations.

One of the more unusual applications for the Paxton brand superchargers was as an air pump in the air purifying "CO_2 Scrubber" of U.S. Navy submarines

- Studebaker Golden Hawk

The Studebaker Golden Hawk is a two-door pillarless hardtop coupe type car produced by the Studebaker Corporation of South Be

Track/tread (front)	1440	56.7
Track/tread (rear)	1440	56.7
Wheelbase	3061	120.5

Length	**5180**	**203.9**
Width	**1811**	**71.3**
Height	**1430**	**56.3**
Ground clearance		
length:wheelbase ratio		**1.69**
Curb weight	**1481 kg**	**3265 lb**

What body style?

Two door hardtop

What size engine?

4.7 litre, 4734 cm^3

How many cylinders?

8, V

How much power?	
279 PS / 275 bhp / 205 kW @ 4800 rpm	
How much torque?	
451 Nm / 333 ft.lb / 46 kgm @ 3200 rpm	
Engine manufacturer	**Studebaker**
Bore × Stroke	**90.4 × 92.2 mm** **3.56 × 3.63 in**
Bore/stroke ratio	**0.98**
	overhead valve (OHV) **2 valves per cylinder** **16 valves in total**
maximum power output	**279 PS (275 bhp) (205 kW) at 4800 rpm**
Specific output	**58.1 bhp/litre** **0.95 bhp/cu in**

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Specific torque	**95.27 Nm/litre** **1.15 ft·lb/cu^3**
Engine construction	
sump	
compression ratio	**7.8:1**
Fuel system	**1 Ca carb**
bmep (brake mean effective pressure)	**1197.2 kPa (173.6 psi)**

Maximum RPM	
crankshaft bearings	
Engine coolant	**Water**
Unitary capacity	**591.75 cc**
Aspiration	**S/Charged**
Compressor	**McCulloch JetStream supercharger**
Intercooler	
Catalytic converter	**N**
	performance
Acceleration 0-80km/h (50mph)	
Engine layout	**long**

Drive wheels	**rear wheel drive**
Torque split	**N/A**
Steering	
turns lock-to-lock four	
Turning circle	
Front suspension upper and lower control arms ball joint with spring over shock.	
Rear suspension Solid rear axle assembly with leaf springs and shocks.	
Wheel size front	
Wheel size rear	
Tyres front	**7.10 x 15**
Tyres rear	**7.10 x 15**

Brakes F/R	**Dr/Dr-S**
Front brake diameter	**10 inch drum brakes**
Rear brake diameter 10 inch drum brakes	
Gearbox	**3 speed manual with overdrive**
Top gear ratio	
Final drive ratio	