

# Golden hawk.

## - - Studebaker Golden Hawk



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### Supercharged Flyer: 1957 Studebaker Golden Hawk

Catch all the action at Get Ready for an exciting 2014 Trapping season as Clint Locklear of Wolfer Nation and Predator Control Group sets out all in Golden Hawks! Too bad, it might have saved them from extinction at least for a while. The Packard 352 was a great engine and using the 289 with a supercharger was the only way the power could be had, I had a Lark with the 289 and no supercharger with a 3 speed and overdrive.

### Studebaker Golden Hawk

While the 1956 Golden Hawk used a Packard engine, that source dried up when the manufacturing plant was leased and then sold off. Once the buying public loses confidence in a car maker that maker will have a hard time in restoring itself to acceptance in the market. This would be a great car to convert IRA money into a much cooler investment.

### Golden Hawk Canoes

Several minor engineering changes were made for '58, including revisions to the suspension and driveshaft that finally allowed designers to create a three-passenger rear seat. Looks like a great car for the money.

### Studebaker Golden Hawk Classics for Sale

Actually, depending on which period road test you read, it was 1956 in which the Golden Hawk was King of the Road. They used several prefixes over these years but the Golden Hawk from 1956-58 were perhaps the most interesting. I had one with 18k gold plate.....

### Studebaker Golden Hawk Classics for Sale

For 1958, the Golden Hawk switched to 14-inch wheels instead of 15-inch wheels, making the car ride a little lower.

### Studebaker Golden Hawk

The odometer reading is just under 65,000 miles. A fiberglass overlay on the hood was added, which covered a hole in the hood that was needed

to clear the supercharger, which was mounted high on the front of the engine.

### **Studebaker Golden Hawk**

At the rear, a raised, squared-off trunklid replaced the earlier sloped lid, and vertical were added to the rear quarters. 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 coupe was a , the coupe was a , and the hardtop was a. Consent is not a requirement of purchase.

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