

1956 STUDEBAKER SKY HAWK

Restoration by Trev Halstead Custom & Classic Restorations Hamilton, New Zealand

The Sky Hawk Model 56H-K7 was only produced in 1956. This is one of 3,050 built and was originally left-hand steer which I converted to right-hand steer. The base model price was \$2,477 USD and weighed 3,215 pounds (1,461 kgs). Its final assembly date was October 23, 1955. All reconstruction work was undertaken by the owner and included panel, paint, motor and transmission, suspension, brakes, chassis, and rewiring. Stitching was by Greg Mather of Midnight Upholstery and the rest of the interior refit was also done by owner. Build time was approximately 2,000 hours. All parts in the engine bay are from the original car, Engine Number P22116.

BODY

Extensive panel beating has been undertaken, including new fabrications on left and right doors, sills, door posts, cowl side, trunk floor and gutters, inner rear guards, rear inner quarter panels, body to chassis mounts, and body stiffeners (hog troughs).

PAINT

Every part of the Hawk was stripped back to bare metal. The chassis and running gear are painted in 2K DuPont gloss black and silver. The interior engine bay and trunk are also 2K black. Exterior body preparation was done in DuPont 2K epoxy primers then finished in DuPont acrylic Lucite 400 lacquer, yellow and black, which was colour sanded to 5,000 grit.

MOTOR

Owner built 289 cubic inch displacement Studebaker V8 producing 210 horsepower and 292 foot-pounds of torque at 2,800 rpm (original standard specs). All the castings were shaved smooth on the motor, bell housing, and transmission to 2K black coatings. Alloy was polished as were the HPC coated parts with stainless steel fasteners and chroming to compliment the black. Carburetor is a 4-barrel Carter WCFB. Camshaft has been ground to a R1 specs with higher compression cylinder heads.

TRANSMISSION

Gearbox is a Borg Warner T86 3-speed with a 70% overdrive. Differential is a Salisbury 44 with a 3.31 to 1 ratio and twin traction (limited slip). The differential was narrowed 2" to accommodate 7" wide wire wheels.

SUSPENSION AND BRAKES

Front suspension is lowered 4" with heavy duty coil springs. Rear suspension is flat leaf springs with 2" lowering blocks and optional extra stabilizer bar. Brake drums are 11" finned drums on the front and 10" finned drums on rear. It also has a no-roll back system (automatic hill holder).

WHEELS

Wheels are American OG 15"x 7" chrome 100 spoke chrome wires. Tyres are Coker Classic 205/75/15 whitewall radials.

INTERIOR & ELECTRICAL

All original stainless steel mouldings were repaired and re-polished. Factory optional extras include tachometer, clock, vacuum gauge, push button radio, seatbelts, Climatizer heater and demister, windscreen washer, and reverse lights. The electrical system is updated with modern relays, fuses and controls. A JVC audio head is out of sight in the glove box with four 7" by 4 1/2" classic audio speakers. The original design upholstery pattern was retained and stitched in yellow and black vinyl by Midnight Upholstery.