

COVER STORY**48 RARE MUSCLE!**

The Great Green Bay Stash, one guy's 30-year collection of vintage musclecars and parts, is probably the greatest automotive find of all time. We're talking LS6 Chevelles, a Yenko Camaro, all things Corvette, and enough rare factory and aftermarket parts to keep us drooling for years.

FEATURE STORIES**58 ROTH KUSTOMS**

This year's Detroit Autorama was special for several reasons, but we're there for the largest collection of Ed "Big Daddy" Roth cars ever in one place.

64 THE QUIET CRAFTSMAN

Craig Naff lets his sheetmetal work tell his story, a saga rich in significant hot rods and bikes, all hand-crafted by this artisan in the hills of Virginia.

72 GONZO '65 MUSTANG

The Julian Brothers' '65 Mustang takes restomod to an entirely new level, as they graft a '65 fastback body onto an '03 Cobra chassis.

86 THE CHICKEN HAWK

Just your average homebuilt, twin-turbo, 10-second Studebaker with a room full of trophies.

CHICKEN HAWK RACING

THE CHICK

A Homebuilt, Twin-turbocharged, All-Studebaker
Bird of Prey That's Been **Terrorizing Dragstrips**
for 45 Years.

By Christopher Campbell
Photography: Anders Odeholm

Chicken Hawk



KEN HAWK

To Dick, Best of Luck!

*Jed Harbit
(Chicken Hawk)*

> Other than fresh paint and some serious rubber underneath to harness the power, the Chicken Hawk's appearance is largely the same as it always has been.





"I was a schoolteacher at the time, and I didn't have much. I'd even use spark plugs the other guys threw away if they were anywhere in the right heat range." — Ted Harbit

With the exception of occasional sightings at Bonneville and El Mirage, you don't often see a fast Studebaker, let alone one that still has an original Stude engine in it. Seeing one at the dragstrip is nearly as rare as watching Halley's comet light up the sky. But unlike most, Ted Harbit saw the potential in the Studebaker V-8s. They say persistence pays off, and it appears to be true in this case, as Ted's 44-year Studebaker obsession has led him to consistent class wins and eventually created what we think is the quickest Studebaker-powered Studebaker ever.

For Ted, the obsession began as it does for many young gearheads: with his dad's car. Ted's father had owned a couple of Studebakers, and his '51 four-door Commander served as Ted's occasional ride to and from high school (and reportedly carried him to several street-racing victories unbeknownst to the senior Harbit). When it came time for Ted to have his own wheels, the natural choice was a Stude, but the '50 four-door Champion he initially picked up proved far too slow for Ted's growing interest in hot rodding and was sold in favor of a '51

Commander convertible equipped with the less-than-spectacular automatic-overdrive transmission. The convertible was good fun for a while, but Ted knew the automatic tranny was holding him back. Again, one Stude was traded for another, and a manual-trans '51 Commander convertible became Ted's entry in the very first NHRA Nationals in Indianapolis in 1961. He was a full-time teacher at Frankton High School at the time, and drag racing had become his passion, so the car became known as the Teacher's Pet. The result was a runner-up finish in the K/Stock class that really whetted Ted's taste for quarter-mile competition.

In those days, the K/Stock class was determined by the manufacturer's advertised shipping weight. The Commander convertible was about 300 pounds over the spec, and since Ted had been beaten by little more than a fender-length, the search was on for a '51 Commander Starlight coupe, which was the lightest Studebaker he could run in his class. After a fruitless trip to Studebaker's homeland of South Bend, Indiana, looking for a car, Ted eventually stumbled across a Starlight coupe sitting in a field just a few miles from his house. The car was an automatic, but the \$30 price tag fit well within

his teacher's budget, and it certainly was worth spending the extra bucks to swap in a stick.

The rules were pretty tight for K/Stock entrants, so the original 232ci V-8 was bored over the maximum 0.060, the stock heads were cleaned up, the stock AFB carb was rejected, and the original exhaust manifolds were replaced with headers. A basic set of traction bars was the only chassis mod done to the Stude. To freshen the looks, the original dark shade of green was covered with a fresh coat of light beige. Any good drag car needs a name, so Ted took inspiration from the abundance of racing Studebakers with Hawk references at the time and put his own Indiana country-boy spin on it: The car was christened the Chicken Hawk.

Real chicken hawks are known for stealthily swooping in and snatching up their prey, and that's exactly what this Chicken Hawk did at the '62 NHRA Nationals. Posting a best e.t. of 16.9, Ted took the K/Stock win, a feat that was noticed by HOT ROD when he and the Chicken Hawk landed on page 37 of the Nov. '62 issue in our report on the event. Many at first assumed it was a fluke or just plain luck that put a bullet-nose Studebaker ahead of the pack, but it just kept on

> Would you believe this thing runs 10 flat at 137 mph?



> Below: The R2-based heart of the Hawk in all its dented, homegrown glory. Form follows function here. This is a race car, not a show monkey. > Series on right: Beginning with the Chicken Hawk's first K/Stock race in 1962, it was a consistent class winner.



THE CHICKEN HAWK



> **Above:** This is back when guys used to build what they needed. The archaic-looking, fabricated, box-topped tunnel-ram intake surely won't win any beauty pageants, but it works amazingly well. Those are factory four-barrel Studebaker AFB carbs under factory R2 supercharger bonnets. Other than requiring crush-resistant floats, Ted says the carbs happily hold 20-plus psi. > **Below:** Are you man enough to run 10-second quarter-miles on a factory bench seat?

winning with First Place NHRA National finishes in '62, '66, '67, '68, '69, '70, and '72. Ted was runner-up in '63 and '65, and he technically won in '64 but was disqualified during teardown for an alleged 0.003 overbore.

After the overbore claim, Ted assembled a second 232ci with only 0.055 bore to ensure

there would never be any more controversy. That engine received many little tricks over the years but always stayed well within the Stock class rules. In fact, even after many of his opponents began trailering their cars, Ted typically drove the Chicken Hawk to the track, opened the headers, retuned it, raced

"I didn't know anything about turbos at the time, I just heard that you got good boost out of them." — Ted Harbit

and won, tore his engine down for tech inspection, and waved to the trailer queens as he passed them on the road home.

Sadly, the days of Ted's NHRA Stock drag racing were numbered. The progress of factory engine technology and the elimination of the lower classes that the Studebaker fit into pitted the Chicken Hawk against cars that had far more factory power and more advantageous power-to-weight ratios. However, Ted's last Stock class run in 1972 was quite probably his most impressive, as he found himself bumped into the next-highest bracket against what appeared to be impossible odds. Incredibly, Ted won round after round and in the last run of the day was pitted against a 283ci '58 Chevy wagon. To his amazement, and that of all in the stands, the Chicken Hawk came out on top for its final NHRA Stock class win.

Unsure of where to go from there and not ready to part with the car, Ted sidelined the Chicken Hawk and drove it only occasionally until 1987 when he decided to forget the Stock nonsense and just go fast. The 232ci engine and trans were pulled and put into



THE CHICKEN HAWK

> Who needs aerodynamics? The distinctive bullet-nose is trademark Studebaker.



storage, and a factory supercharged R2 engine and four-speed from a wrecked '63 Studebaker Super Lark landed in their places. The engine was left largely stock other than a little porting and polishing to the heads and the installation of stainless Studebaker R3 valves. Running about 9 psi, this combo was good for 12s at 112 mph. But since he was no longer under Stock-class restrictions, the hot rodder in Ted yearned for more. One supercharger is great, so two are, of course, better. After devising the layout and a little creative bracket fabrication, the factory single supercharger setup soon gave way to twin Paxton blowers. With both superchargers set for 7 psi and arranged with one feeding into the other, about 12 psi made its way into the manifold. That setup kept Ted busy for the next 10 seasons and propelled the Chicken Hawk to a best e.t. of 11.557 at 116 mph. Unfortunately, not long after that best pass, the R2 scattered parts all over Muncie Dragway.

Since he'd only gone through three engines in 35 years, Ted didn't feel too bad about the loss and used the opportunity to pursue a build he'd been pondering for a few years. Beginning with another '69 R2 block, the bore was increased 0.060 yielding 299 ci, and the same port/polish treatment was given to the heads as well as the R3 valves. Venturing into turbocharging for the first time, Ted leaned on his supercharger experience for the build. After doing his homework, he purchased two AiResearch

T04B turbos from a Case tractor and stocked up on exhaust tubing from NAPA Auto Parts to construct his own plumbing. Using the stock R2 four-barrel carb and supercharger bonnet with two upturned stock exhaust manifolds spooling the turbos, Ted put 17 psi into the little 299. The stock Studebaker suspension geometry held up remarkably well, and Ted was soon into the low 11s with a best e.t. of 10.979 at 116.92 mph, making the Chicken Hawk one of the quickest Studes anywhere.

Since he'd come this far, Ted decided he might as well go for broke, so the 299 was treated to a set of high-dollar Carrillo rods and Ross pistons in preparation for more boost. The single AFB carb was joined by a second and placed atop a homebuilt tunnel-ram intake. With a new intercooler to chill the boost down, Chicken Hawk now regularly sees around 20 psi through the manifold, though it's seen as much as 25 psi. To

date, the 3,420-pound full-steel and interior Starlight coupe has gone 10.07 at 137.8 mph on a still unbelievably close-to-stock '51 chassis.

But Ted's sure there's still more to be had from the Chicken Hawk with some minor changes, including a roller-cam conversion for the R2 engine. So at 71, he has his sights set on the 9s with his 55-year-old Studebaker and its "obsolete" technology. Though it may be a little less streetable now and usually travels to dragstrips on the back of Ted's '61 Studebaker tilt-bed truck, the Chicken Hawk (and Ted) is a shining example of what hot rods and racing are really all about—sticking with what you love and being being persistent about hitting your goals. Even if it does take 45 years. **HRM**

> A true testament to Studebaker loyalty is Ted's '61 Studebaker flatbed tow rig.

