

Thank you for responding to my, ad i Turning Wheels. My name is Frank Ambrogio and currently, I'm the President of the Orlando Area Chapter of the Studebaker Drivers Club. I'm also not an expert on 1956 Golden Hawks. Although I tend to be something of a purist, I want you to be a part of our group even if you car is no longer stock in appearance or mechanics. As long as it is a 1956 Golden Hawk, that is all that matters.

My first priority will be to establish a roster of 1956 Golden Hawk owners. I want to list each owner's car(s) including serial number, engine number, body number, color, transmission type, and some options. I will update and distribute periodically. I have included a first offering of the roster in this package.

We own a unique automobile. It is the only model that truly reflects the Studebaker/Packard marriage in that it is a real Studebaker with a real Packard engine. The pre-1957 Packards were all Packard while the 1957-58 Packards were really Studebakers with a Packard name plate and some left over Packard trim. Although this makes our cars unique, this is also the source of much frustration whenever we look in our parts catalogs for an engine part and see the aggravating "except 56J" notice.

I hope this project will lead to a system of communication and mutual help where we can do things for ourselves. I am not setting any goals and by the same token I am not looking to any limits. I will gather, organize, and distribute the information you provide me. Anything else this club grows into will depend on you. Please be assured, I'm just an old car lover and I'm not doing this for any kind of profit or prestige. I do hope that in time, we will become the experts who know all the facts about these cars.

While I'm willing to do most of the work, such as compiling and distributing the information, I would like you to do one thing for me.

If you haven't already done so, you can get a copy of the original production order for your car from Newman & Altman for \$15.00. Their address is 405 West Sample Street South Bend Indiana 46621. All you need to tell them is your vehicle serial number (603____ for South Bend cars and 680____ for Los Angeles cars.) This number is located on your driver side door jamb. Most of you did not send me your engine number or body number. The model/body number is on the firewall on the passenger side and starts with 56J-K7 _____. The engine # is stamped on the boss at the top side front end of the engine block, next to the oil filler tube. It is hard to read even if you can find it, but it "should" start with S____ for automatics, and K____ for overdrives. The production order from Newman & Altman should list of this for you. If you would like to do this, and send me a copy, I can better keep track of what was original and what has been changed. I am not drumming up business for Newman & Altman, but I don't know any other way. I have attached a copy of a production order from one of my cars. I would prefer you getting the one for your car and sending me a copy, rather than asking you for some sort of dues. I would love to get the production orders for all 4071, 1956 Golden Hawks and compile my statistics, but at \$15.00 each, that is over \$60,000.

To get things started, I have listed a few questions that collectively we may be able to answer for ourselves.

1. Some cars have STUDEBAKER SCRIPT ON THE FENDERS. Some cars have nothing. I have seen one that says STUDEBAKER V8. Does anyone know at what point they started adding the script? Of my two cars, serial 6031884 does not have the script while serial 6032195 does. I don't know about Los Angeles produced cars. (This information is listed under "FS" on the roster.)

2. Our steering wheels seem it disintegrate easily. Anyone had one repaired? Who did it? Good job?

3. What have you done to cure your valve lifter problems?

4. Any suggestions on extending the life of your Ultra-matic? I have added a transmission cooler.

5. Why do some cars have chrome "GOLDEN HAWK" script on the trunk and some have Gold script?

If you know of any other 1956 Golden Hawk owners please ask them to provide (print or type) the following information:

Name, Address, Phone#

Car serial number (South Bend cars started with 6030001, LA cars started with 6800001)

Body number (56J-K7 _____)

Engine Number (Automatics were supposed to start with S1001, Overdrives K1001)

Transmission: AD _____ OD _____

Color _____ FS _____ PB _____ PW _____

P.S. A fellow named Vito Paolantonio 320 Willow Drive Little Silver New Jersey 07739 is looking to buy a 1956 Golden Hawk. If you can help, you can call him at 201-747-6255. Frank

DATE SHIP 2 17 56	DATE WAITING 2 11 56	EXCISE ORDER NO. P. 10	ITEM	QUAN	DOC BOOK	LINE NO 1075	FACORY ORDER NO. 39888	SERIAL NO. 6032195
BODY NO. 2591	TRUNK KEY NUMBER HH-950	TRUNK KEY NO S-1325	FRGAL ASSY DATE 3-5-56	ENGINE NUMBER S-2920		DESTINATION ORLANDO FLA		
SHIP VIA Truckaway Mc Dowell						DATE SHIPPED 3-9-56		
DESCRIPTION OF UNIT AND EQUIPMENT 56J K7 P5637 Mocha Dueskin T8417 RO 344 Ultra Trans Pow Steg 7:10 X 15 4 WHL AC 2769 BZ DIR SIG AC 2738 Z AC 2747 B XAC 2688 AC 2762 Z AC 2774 BZ AC 2756 B AC 2750 B								

INSTRUCTIONS: Prepared by the Dept. of Transportation
PASSENGER CAR PRODUCTION ORDER—FINAL ASSEMBLY LINE
CAR ORDER & BILLING CO

1956 Studebaker Golden Hawk 2 Door Hardtop
 Serial # 6032195 Body # 2591
 Engine # 50720 V-8 352 CID 275 HP
 Ignition key number HH-950
 Date to ship February 17, 1956
 Sales order number P 10 Line number 1075
 Final assembly date March 5, 1956
 Destination Orlando, Florida
 Twin Ultra-matic transmission
 Body color 56J-K7
 Trunk key Number S-1315
 Date written February 11, 1956
 Factory order number 39988
 Date shipped March 9, 1956
 Ship via Truckaway McDowell

PART #	QTY	DESCRIPTION
AC-2688	1	ANTENNA KIT, Internally controlled
AC-2738	1	CAP and DISK, hub (full disk) 15" equip. (hubcaps)
AC-2747	1	RADIO, "Stratolink" Automatic tuning - C-K
AC-2750	1	CIGAR LIGHTER COMPLETE
AC-2756	1	CLOCK KIT, electric
AC-2762	1	BACK-UP LAMP KIT - C-K-D
AC-2769	1	CLIMATIZER and DEFROSTER KIT w/HEATING UNITS - C-K
AC-2774	1	WASHER KIT, windshield - LHC

T8417 RO 344 (interior trim??)
 POWER STEERING
 DIRECTIONAL SIGNALS
 7:10 X 15 WHITEWALL TIRES

Color exterior P5637 DUESKIN/MOCHA
 P5637(U) DUESKIN (UPPER)
 P5637(L) MOCHA (LOWER)

1956 STUDEBAKER GOLDEN HAWK - INFORMATION LIST

1956 STUDEBAKER GOLDEN HAWK (4071 PRODUCED) MODEL 56J-K7 MARCH 6, 1989
WEIGHT 3360 LBS, WHEELBASE 120-1/2", LENGTH 203-15/16", HEIGHT 56-15/16", WIDTH 70-7/16"
TRANSMISSION BORG-WARNER T-85 (OVERDRIVE), PACKARD TWIN-ULTRAMATIC (AD), TIRES 7:10X15
ENGINE 352 CID PACKARD 275 HP V-8, COMP RATIO 9.5:1
SAME ENGINE USED IN 1956 PACKARD CLIPPER CUSTOM (60), LOWER POWERED SIMILAR ENGINE WAS
USED ON 56 NASH AMBASSADOR, HUDSON HORNET, AND PACKARD SUPER/DELUXE CLIPPER. PACKARD
USED 374 CID SAME BASIC ENGINE.
CAPACITIES: RADIATOR 25 QTS (26 W/HEATER), GAS TANK 18 GALS, TRANSMISSION 11.5 QTS (AD)
DEXRON II, 3-3/4 PINTS (OD), REAL AXLE 3 QTS SAE 90 HYPOID, CRANKCASE 5 QTS, OIL BATH 1
PINT SAE 40 (OR 50)

BRAKES

FRONT WHEEL CYLINDER KIT BENDIX 66821, REAR BENDIX 66828
COOLING SYSTEM
FANBELT (GENERATOR) DAYCO 155701, (POWER STEERING) DAYCO 15501
RADIATOR HOSE LOWER DAYCO 81331/M13 (ID=1-3/4", LENGTH=16-1/2") FLEX HOSE
THERMOSTAT SEARS 78539 (OR 78541)
WATER PUMP 458410, SEALED POWER PC-152, THOMPSON FP-1175

ELECTRICAL SYSTEM

BATTERY CABLES POSITIVE 48" TRW 1-48, NEGATIVE 20" NEIHOFF 1-20 (COULD USE 16") NEGATIVE
GROUND
FLASHER ECHLIN 536, DIMMER SWITCH ECHLIN DS102, HORN RELAY ECHLIN HT101, STOP LIGHT
SWITCH ECHLIN SL134, FILKO SLS-24, STANDARD SLS-27
COIL 6480147, AUTO-LITE CAD-4001 (SUBSTITUTE 5-60 W/32-1 BRACKET, NEIHOFF AL179
RESISTOR 439961, AUTO-LITE PU-4001
DISTRIBUTOR 6489834, AUTO-LITE IBJ-4001-C (IBJ-4001-E UPGRADE) USE SAE 20 OIL, 3-5 DROPS
POINTS NEIHOFF AL11HV, ECHLIN CS720A GAP .016", CONDENSER NEIHOFF AL31, ECHLIN AL868
DISTRIBUTOR CAP, STANDARD AL-131, ECHLIN AL-99, ROTOR BORGPWARNER D-104, ECHLIN AL65,
NEIHOFF AL86
SPARK PLUGS CHAMPION RN12YC, XN12YC, N8-67B GAP = .033-.035"
GENERATOR 1540825, AUTO-LITE GJC-7002-F (SUBSTITUTE 45-721), USE SAE 20W ON OILERS
VOLTAGE REGULATOR 1539541, AUTO-LITE VRX-6008A (SUBSTITUTE 8-414), ECHLIN VR206, FUSE
ECHLIN VRF35
STARTER 472231, AUTO-LITE MDF-6008, NEIHOFF AL-200???

SOLENOID STANDARD SS202, STARTER DRIVE BENDIX 480082, ACCURATE 3-205, AUTO-LITE 6018

ENGINE

CARBURETOR-CARTER WCFB 2394S QUAD 1-1/4" REBUILD KIT=FILKO 24-2224A, BAILY 614259
FUEL PUMP 440629, CARTER M-2198-S OR AC 5594299 3-1/2-5 PSI, (HUDSON/NASH=AC5594293)
REPAIR KIT=STUDEBAKER 6484039
OIL FILTER FRAM C4P (OR C4), WIX 51006, NAPA 1006, WALKER DELUXE WD-36, PUROLATOR P-34,
AC P-209

TRANSMISSION

ALUMINUM POWER GLIDE RINGS WILL FIT ON THE ULTRA-MATIC

MISCELLANEOUS

WIPER BLADES 12"

If anyone knows of any other interchanges, let me know and I will update the list.

ITEMS OF INTEREST

In January 1987, I wrote to a man named Kenneth L. Johnson who claimed to have all
types of rubber hoses. I sent him information on the 56 GH upper and lower radiator
hoses (part number 1539087 and 1539084). After MANY months, his response was that he did
not have the required hoses. He also stated that he had inquired about having the hoses
MADE as to correct size and diam. He had not received a reply as to the cost at that
time. He said he would keep my name on file and let me know the results. I have not
heard from him since.

Perhaps if all of us were to bombard Mr. Johnson, with requests for these hoses, he
may decide that there may be enough profit in it to be worth the effort (assuming he is
still in business.)

The address is KENNETH L. JOHNSON, CLASSIC AUTO PARTS, 550 INDUSTRIAL DRIVE, CARMEL,
INDIANA 46032

Also several years ago I saw an article on converting Delco or Auto-lite distributors
to Chrysler solid state ignition. If you are in to such things, you can try to reach
JACK KURTZ 131 WEST STREET LAKE GENEVA WI 53147 414-248-6572.

There is a man in the Packards International Club who seems to be very knowledgeable
on Ultra-matics. His name is HAROLD GIBSON 3609 MOUNTAIN VIEW PASADENA CA 91107
818-795-7889. If you live out his way, I THINK he would be happy to help you. I ALSO
THINK he would be happy to discuss your problem on the phone (California time.)



Lubrication Chart

LUBRICATE AT EACH ARROW POINT EVERY 1,000 MILES—except as noted
 USE MARFAK (Seasonal Grade) unless otherwise specified
 See Page 3

UNDER HOOD

- Steering Reach Rod AF
- Supercharger (check level) AF
 Maintain level between 2 marks on dipstick
 On 1957 Golden Hawk models
- Power Steering Reservoir (check level) AF
 Fill to level mark
- Steering Gear (plug)
 1957 SAE 90 EP
 all other: Summer SAE 140, Winter SAE 10 or 30
 Fill to level of top two screws on left side of housing
- Power Steering SAE 90 EP
- Gearshift Rod Upper Ends MO
- Gearshift Control Lever fitting

- Generator 12 oilful MO
- CRANKCASE Drain and refill* MO
 Above +37" SAE 30
 Above +10" SAE 20W
 Below +10" SAE 10W
 *Use Advanced Custom Made Havoline Motor Oil
 For abnormal conditions, refer to page 3
- Oil Fill Cap Crankcase grade MO
- Breather Crankcase grade MO
 (if equipped)

UNDER CHASSIS

- Jedan and station wagon models with power steering, filling reached in driver's compartment by turning down rubber boot over steering column
- Control Arms 2 fittings
- King Pin fitting
- Control Arms 2 fittings
- Tie Rod 2 fittings
- Starter (oil cup) MO
 1956 M models: no lubrication
- Steering Reach Rod fitting
 To reach turn wheels to right
- Clutch Release Shaft fitting
- Hat on Automatic transmission or 1956 Golden Hawk
- Pedal Shaft fitting
- Clutch Pedal Linkage MO
 On models with conventional transmission
- Hand Control Linkage Bellcrank fitting
 On 1956 Golden Hawk with Automatic transmission
- Brake Master Cylinder (check level) MB
- Clutch Operating Shaft Bearing MO
 On 1951 models without Automatic transmission

- Distributor (oil cup) MO
- Wick under rotor (2 drops) MO
- Felt under plate (2 drops) MO
 Felt not on 1956 Golden Hawk models
- Steering Bell Crank Shaft fitting
- Control Arms 2 fittings
- King Pin fitting
- Control Arms 2 fittings
- Tie Rod 2 fittings

- Automatic Transmission (check level) AF
 Drain and refill every 15,000 miles
- Conventional and Overdrive MP
 Overdrive drained and filled through separate plug
 Above 0", SAE 90, below 0", SAE 80
 Drain, flush and refill every 10,000 miles
- Parking Brake Linkage MO
- Universal Joint Splines fitting
- Use low pressure gun
- Universal Joints 3 fittings
 Use low pressure gun
- DIFFERENTIAL (check level) MP
 Above 0", SAE 90, below 0", SAE 80
 Drain, flush and refill every 10,000 miles

DO NOT LUBRICATE
 UNDER HOOD: Fan, Water Pump
 UNDER CHASSIS: Clutch Release Bearing, Propeller Shaft Support Bearing, Rear Spring, Rear Spring Balls and Shackles, Shock Absorbers

SPECIAL MILEAGE SERVICES

2,000 Miles

- AIR CLEANERS**
 In dusty areas more frequent service may be required
 Carburetor, dry type: Remove element and shake off dust. Replace every 10,000 miles or every six months whichever occurs first
 Carburetor, oil bath MO
 Above 100 SAE 50 or 100, below 100 SAE 20W
 Power Brake Breather SAE 10W MO

5,000 Miles

- OIL FILTER** (if equipped) Replace element or filter
10,000 Miles
DIFFERENTIAL Drain, flush and refill
 Above 0" SAE 90; below 0" SAE 80
 In Two-Traction type, special factory oil lubricant must be used for new gears during first 10,000 miles of operation

- FRONT WHEEL BEARINGS** Repack MB
REAR WHEEL BEARINGS (plug) MB
 Use low pressure gun. Keep vent open
TRANSMISSION Conventional and Overdrive
 Drain, flush and refill
 Above 0", SAE 90, below 0", SAE 80

15,000 Miles

- AUTOMATIC TRANSMISSION** Drain and refill
 Ultramatic on Golden Hawk, every 25,000 miles
SUPERCHARGER Drain and refill AF

20,000 Miles or Yearly

- POWER BRAKE VACUUM CYLINDER** MO
 Add 1 ounce through plug hole. Mechanic's job

KEY TO LUBRICANTS

- MO Advanced Custom Made Havoline or Texaco Motor Oil
- EP Texaco Universal Gear Lubricant EP
- MP Texaco Universal Gear Lubricant MP
- MB Texaco Molykote RD 2
- AF Texaco Automatic Fluid
- MB Texaco Home Lubricant
- MB Hydraulic Brake Fluid

TABLE OF CAPACITIES

MODEL	CRANK CASE QUARTS	TRANSMISSION		DIFFERENTIAL	COOLING SYSTEM		OIL TANK GALLONS
		Automatic	Conventional		With Heater Core	Without Heater Core	
1956 Golden Hawk	5	11	3 3/4	3	26 1/2	25	18
1956-57, Others	5	9	2 1/2	3	18 1/2	17	18
1953-55	6	9 1/2	2 1/2	3*	18	17 1/2	18

* 1957 Golden Hawk and 1956 President Classic Sedan, 3 3/4 quarts

* Early 1955 Comm. below Serial No. 8387201, or 8843201 up to 8843201, 2 1/2 quarts. All station wagons, 3

TIRE PRESSURES

SIZE	Front	Rear
6-70-15, 1957	24	20*
7-10-15, 1957	24	20
6-70-15, Others	26	22*
7-10-15, Others	26	22*

* Sustained high speeds, 30 mph. Station wagon, 24
 * 1956 President Classic Sedan, 20

FOR DETAILED PROCEDURES, REFER TO "SERVICE INSTRUCTIONS" SECTION PRECEDING THE LUBRICATION CHARTS

STUDEBAKER V-8 • 1953 thru 1957 COMMANDER, HAWK V-8, LAND CRUISER, PRESIDENT

HOW I SOLVED MY NOISY LIFTER PROBLEM ON MY 1956 GOLDEN HAWK

By Frank Ambrogio

NOTE: I sent the following to Dwain Grindinger of Turning Wheel's Co-operator on December 21, 1988

Dear Dwain:

I wrote to you in January 1987 about the intermittant valve lifter noise problem I was experiencing in my 1956 Golden Hawk (Packard 352" engine with hydraulic lifters). I explained that after having the engine rebuilt, installing a second set of lifters, installing new push rods and rocker arms, the problem remained. You sent me Service Bulletin #314 and informed me of Service Letter #936 (which you did not have) which contained information on an **oil pump relief valve tube kit identified as part number 6484613.**

I contacted Phil Brown of Phil's Studebaker parts who contacted the Studebaker Museum and their combined efforts produced Service Letter 936. After my letter and your answer appeared in *Turning Wheels* "The Studebaker Cooperator", Richard Quinn (Almanac Editor), and William Stroud of Barrien Springs, Michigan, also sent me copies of Service Letter 936. Jim Maxey of Chandler, Arizona wrote and suggested running with the oil 1 quart over full and using Plymouth 318" valve lifters. I also recieved a call from Gary Siess of Dover, New Jersey who offered several alternatives.

I purchased the kit from Packard Farm and I had the kit installed on the oil pump. Although it made an improvement, it did not solve the problem.

While at the meet in Estes Park, I spoke to Robert Dietzler of Simi Valley, California who had solved a similar problem with his 56 Golden Hawk. Bob sent me information from Packards International Motor Car Club of Santa Ana, Ca.

Packards International claims that the problem is an inferior oil pump whose shaft was not properly designed to utilize a bearing causing the shaft to wobble and suck air into the oil stream. They also discovered that the pot metal cover plate on the bottom of the pump would swell under high speed operation thus allowing more air to be sucked in. They offered a redesigned pump to their members which they sold on an exchange basis.

I decided to buy the *Packards International* oil pump but I didn't want to give up my old pump and wait for the new one to arrive. I began searching for another oil pump and what follows is the real reason I am writing.

I checked my *Hollander* parts interchange manual and discovered there were two Packard oil pumps. Part number 6480508 was for the Packard 352" engine and part number 440729 was for all Packard V-8s except the 352" engine. This was the first time I had found a 56 Golden Hawk engine part that was different from a Packard V-8 engine part.

I began comparing pictures and part descriptions from my Studebaker and Packard parts books and found two differences. My oil pump had a flat plate on the bottom while the Packard had a larger plate. The Packard also had one part that my pump didn't have. It was listed as DRIVER - VACUUM PUMP.

After speaking with Joel Ray of *Patrician Industries* in Dearborn, Michigan, I discovered that the Packard had vacuum operated windshield wipers and therefore the larger bottom plate I had seen on the picture of the Packard oil pump was actually a VACUUM PUMP.

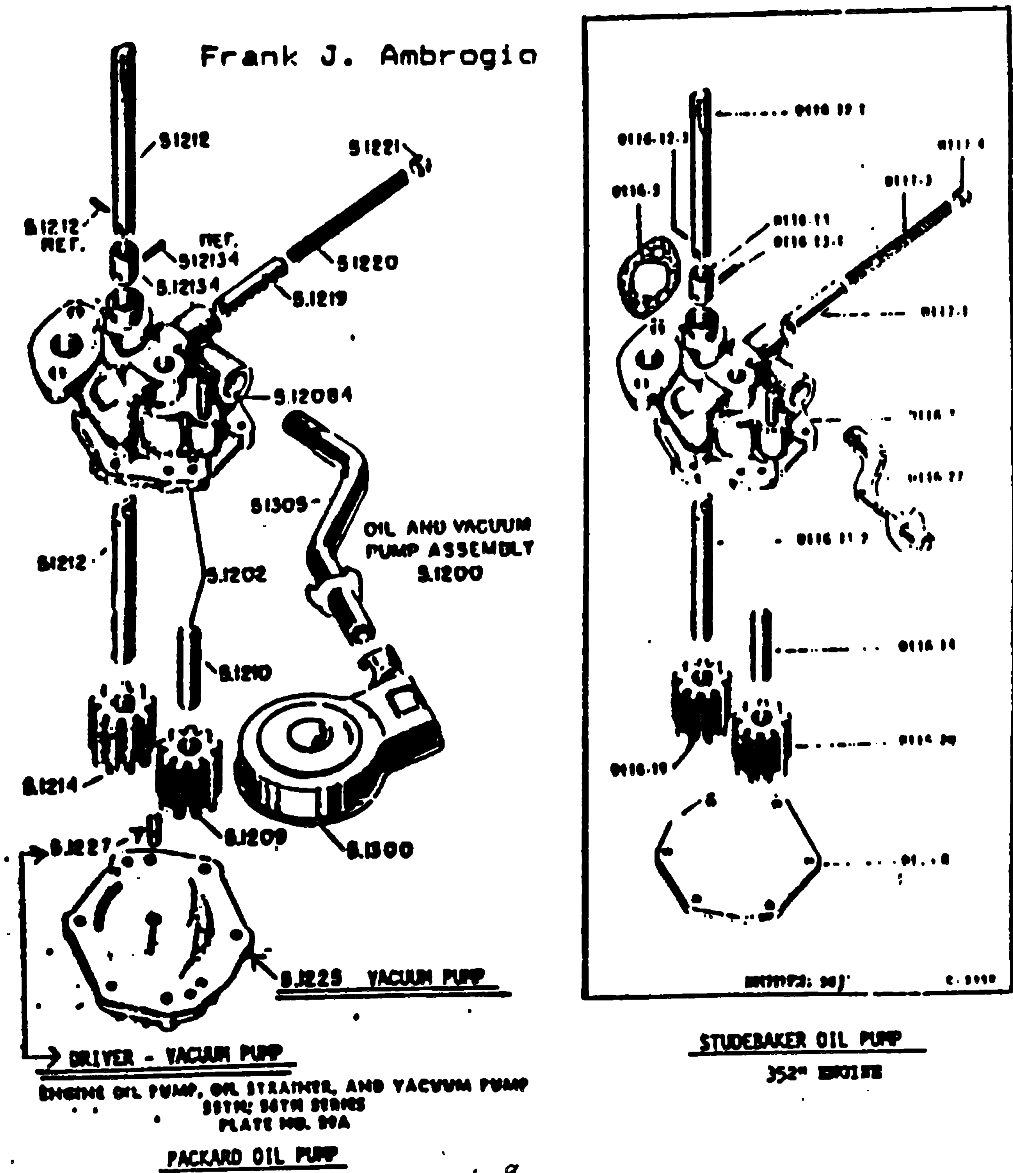
I had the engine rebuilt a few months after I bought the car in 1983 and suddenly I could vaguely remember the mechanic making some comment indicating that he had misplaced the oil pump. Could he have possibly put on another oil pump with a vacuum pump on it?

I checked my bill and found oil pump among the parts listed. Now, if the problem was air in the oil, and if my car had an oil pump with a vacuum pump on it, and the vacuum pump wasn't connected to anything, I reasoned that possibly the oil pump had been my problem all along.

I bought the *Packard International* oil pump which has a 3/4" bottom plate in place of the vacuum pump (the Golden Hawk pump had a 1/4" bottom plate). This bottom plate solves the problem of flexing at higher speeds, but I don't know what the Packard people do about their wipers. The oil pump that was taken off my Golden Hawk was, in fact, the one with the vacuum pump on the bottom. I have not heard any lifter noise since the new oil pump was installed.

Obviously the oil pump was the problem. I don't know if the vacuum pump was letting air in the system or if the pump was just bad to begin with, but after a 5 year battle, it is sure nice to be able to drive my car more than 20 miles.

Just thought you'd like to know I finally was successful and that there are a lot of great people in *SDC* who are willing to help.



1956 STUDEBAKER GOLDEN HAWK
OWNERS INFORMATION EXCHANGE CLUB
ORGANIZED ON JANUARY 1, 1989
FRANK J. ANDRZOGIO - MONITOR



MEM MEMBER NAME HOME ADDRESS PHONE #	SERIAL# ENG BODY NUM TRM COLOR FS	COMMENTS
1 FRANK J. ANDRZOGIO 1025 WOODING PINES WAY CASSELBERRY, FL 32707 407-699-8486	6032195 52920 57JK7-2195 AB MOCHA/MOESKIM Y 6031884 K1389 57JK7-2280 DD MOCHA/SNOWCAP WHITE N	3RD OWNER OF EACH CAR. 2ND CAR HAS 7 4-BUL CARTER AFB ENDS. FRANK HAD A HAND IN SETTING THE OIL FILTER DECAL REPRODUCED BY JOHN BRICHETO OF AUTOSPORT IN TENNESSEE.
2 JIMMIE A. FACKLAM 12300 W 100TH PL LEWETA, KANSAS 66215	6032259 57JK7-2669 DB CORALTONE/SNOWCAP WHITE	HAS EXTRA 352' ENGINE
3 JOHN RAISES R2 BOX 240 PLATTSMOUTH NE 68048	6030390 56JK7- 346 AD ROMANY RED/SNOWCAP WHITE N	TRANS CONVERTED FROM AD TO DD IN 1967. ENGINE REPLACED 1352' IN 1966. CHROME 'GOLDEN HAWK' ON TRUNK.
4 JAMES H. ACKNIGHT 1810 N. 65TH ST. SAPULPA, OK 74066	6030654 GREY PRIMER	NEEDS HELP ON COLORS, WIRING, VACUUM HOSES. PB HOSE, ARM REST FOR FRONT DOOR, INNER FIM MOLDING STRIPS.
5 JOHN WALLIS 954 HOLLADAY AVE. SAN FRANCISCO, CA. 94110 415-282-4446	6800370 52448 57JK7 DD YELLOWSTONE/MIDNIGHT BLACK	NORMALLY ENGINE NUMBERS (S___) INDICATE AN AUTOMATIC WHILE (X___) INDICATE OVERDRIVE. THIS IS AN S___ ENGINE NUMBER WITH OVERDRIVE? JOHN'S COPY HIS ORIGINAL PRODUCTION ORDER SHOWED 11 THIS WAY.
6 TOM SNYDER 611 2ND ST. S.E. BYERSVILLE, IOWA 52040 319-879-8772	6032686 53829 56JK7 DD GREY METALIC	ULTRA-RATIC WAS REPLACED WITH 1SPD OVERDRIVE. COLOR WAS BLACK. TOM HAS DESIGNED SOME BODY TO FRAME MOUNTS FOR HIS CAR. OPTIONS INCLUDE PB, PS, RADIO, CLOCK, HEATER.
7 RANDY CAVOLI R0 1 BOX 1570 ELMER W.J. 08318 609-358-7585	6032953 56JK7-3089 MIDNIGHT BLACK 6030510 51147 56JK7-0765 DB AIR FORCE BLUE/WHITE	1ST CAR IS A PARTS CAR. 2ND CAR IS BEING RESTORED.
8 CHARLES L. ADAMS P.O. BOX 3688 REDDING, CA 96049 916-243-2537	6800570 GREEN/WHITE	THE ORIGINAL ENGINE NEEDS A TOTAL REBUILD. CAR NOW HAS A PACKARD PRACTICAN 374 CJD.
9 GEOFFREY C. FORD 767 PACIFIC STREET MONTEREY, CALIFORNIA 93940 408-626-0950	6800574 56JK7-2838 AD GREER/WHITE	PS, PM, PB, TINTED GLASS, PB RADIO, 30 LAMPS, CLOCK, CRANK UP ANTENNA. ELECTRICAL SYSTEM SPECIALIST. HAS SOME NOS PARTS AVAILABLE FOR TRADE. NEEDS HELP ON ULTRA-RATIC.
10 JOE HALL 73430 RAYMOND DR 29 PALMS, CA 92277 619-367-1007	6032300 52910 AD AIRFORCE BLUE/SNOWCAP WH 6030689 52050 GLENBROOK GREEN/SNACP WH	CAR #1 WAS CONVERTED FROM AD TO DD. CAR #2 WAS ORIGINALLY WHITE/MOCHA. CAR #3 HAS NO ENGINE ON TRANS BUT WAS ORIGINALLY AD, HAS PAINTED WINDSHIELD MOULDINGS, AND HAS VB EMBLEM FRONT FENDER SCRIPT 1F51. JOE HAS RESTORED 1ST TWO CARS HIMSELF. 2ND 1-9

1956 STUDEBAKER GOLDEN HAWK
OWNERS INFORMATION EXCHANGE CLUB
ORGANIZED ON JANUARY 1, 1989
FRANK J. ARBACIO - MONITOR



MEMBER NAME HOME ADDRESS PHONE #	SERIAL# COLOR	ENG BODY NUM	TRN FG	COMMENTS
	6033260 SNOWCAP WHITE/ROMANY RED 7		NO	CAR IS GOING TO JOE'S BROTHER IN KENTUCKY AROUND MARCH BY. 17 YEARS AS A MECHANIC AND CAN HELP US WITH ENGINE, TRANS AND OTHER PROBLEMS.
11 CLAUDE E. SEYOW 19720 SE 290TH ST. RUBEN, WASH. 98002 206-735-3127	6800274		NO	ENGINE HAS BEEN REPLACED WITH A PACKARD CLIPPER 1 SAME ENGINE - DIFFERENT VALVE COVERS. FLOOR SHFT OD TRANS. HAS HAD MADE AND INSTALLED FRAME STRENGTHENERS WHICH SIGNIFICANTLY REDUCED FRAME FLEXING. BUILT A REAR AXLE PULLER FOR 60 CENTS AND HAD ARTICLE PUBLISHED IN SKINNED KNUCKLES MAGAZINE IN JAN 88. DOES ALL HIS OWN WORK.
12 JOHN W. WILLIAMS 11441 U.S. 22 WEST WILLIAMSPORT, OHIO 43164 614-984-6803	8031718 YELLOWSTONE/SNOWCAP WHITE		NO	50,000 MILES ON ORIGINAL ENGINE AND TRANSMISSION. JOHN HAS STORED THE 7:10R13 TIRES AND WHEELS AND MOUNTED ROPAR DUAL PATTERN WHEELS AND 225/70 B15 TIRES WHICH HE SAYS HAVE VASTLY IMPROVED THE HANDLING. BOUGHT CAR FROM ORIGINAL OWNER IN 1987.
13 LEWIS SANDHUARD 3505 N. GREGORY DR. TUCSON, ARIZONA 85765 602-743-0451	6031047 PINK/WHITE		NO	CAR HAS BEEN REPAINTED ALL WHITE. NEEDS COMPLETE RESTORATION WHICH LEWIS WILL DO. NEEDS HEADLINER PANELS/PETAINERS, FULL WHEEL COVERS.
14 CARL P. KURWER 2377 RIDGELTON WINTER PARK, FL 32792 407-644-0478	6031545 K1261 36JK7-1887 GOLD/WHITE		NO	CAR HAS BEEN IN THE FAMILY SINCE NEW. ENGINE REBUILT. REPAINTED GOLD/WHITE, NOT SAME AS ORIGINAL SUMSLON GOLD/SNOWCAP WHITE.
15 JOHN P. GARIS 31425 ARCH ST. GRANGER, INDIANA 46530 219-277-4137	6032808 GREEN/WHITE	36JK7-3324	NO	HAS EXTRA PACKARD ENGINE. BOUGHT CAR IN 1985 WITH 54,960 MILES.
16 HOWARD R. HINSHAW Rt. 2 BOX 221 WELVIDERE, TN 37306 615-967-2006	6777777 S3205 36JK7-2576 NOCHN/DOESKIN		NO	CAR WAS CONVERTED TO 3 SPD FLOOR SHFT. NEEDS HELP ON HEADLINER AND PLASTIC HEADLINER BOWS.
17 BOB EDWARDS 11925 MCCORRICK RD C-17 JACKSONVILLE, FL 32225 904-	6033090 BLACK	36JK7-3642	NO 7	CAR HAS BEEN REPAINTED BLACK (WAS ORIGINALLY BLUE/WHITE. HAS A CONTINENTAL WHEEL.
18 PATRICK SCHAFER 7000 SIGNAL PHILD, CA 95466 707-895-5722	6804501 NOCHN/DOESKIN		NO	
19 RICHARD & ROSE POE 11791 STONE HILL RD CINCINNATI, OHIO 45247 513-385-9543	6032793 ROSEBUD/SNOWCAP WHITE	36JK7-3324	NO	CAR WAS BLACK AND HAD NO ENGINE OR INTERIOR WHEN PURCHASED BY THE POES. CP NOW HAS A 1963 289' ENGINE, 4 BBL, 4 SPEED FOR 4 B.T. AND BUCKET SEATS. THEY ARE WORKING ON THE BODY AND IT WILL BE SUMSLON GOLD AND YELLOWSTONE.

1-10

1956 STUDEBAKER GOLDEN HAWK
OWNERS INFORMATION EXCHANGE CLUB
ORGANIZED ON JANUARY 1, 1989
FRANK J. ANDRUSIO - MONITOR



MEMBER NAME MEM ADDRESS PHONE NO	SERIAL# ENG BODY NUM DRN COLOR FS	COMMENTS
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20 JOHN W. JENNELLE
RT 1 BOX 227
EGGLESTON, VA. 24086
703-921-2121

4777777 562K7-3587 AD
GREEN/SNOWCAP WHITE Y

995 BOB BIEZLER
4909 LEROY ST.
SILVER VALLEY, CA 95063
805-527-1642

SENT BOB AN INVITATION TO JOIN, AS YET HE HAS NOT RESPONDED.
BOB HAD HIS OIL PUMP MODIFIED BY PACKARD INTERNATIONAL TO FIX HIS
VALVE LIFTER PROBLEM.

996 BETTY C. FRENCH
P.O. BOX 492
COCHRAN, GEORGIA 31014
912-934-7914

BETTY OWNS A 1956 GH. SENT HER AN INVITATION TO JOIN. HAS NOT
RESPONDED.

997 DON H. GIRVAN
273 SHERIDAN ROAD
MONCTON, N.B. E1A 2S5 CANADA

NOCHA/DOESKIN

AD
H

SENT DON AN INVITATION TO JOIN. HAS NOT RESPONDED.

