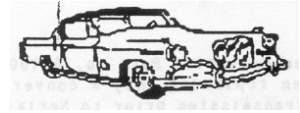


# THE HAWKEYE



## THE OFFICIAL NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK INFORMATION EXCHANGE CLUB

KEEPING A WATCHFUL EYE ON INFORMATION CONCERNING THE 1956 STUDEBAKER GOLDEN HAWK

NUMBER 002

ESTABLISHED JANUARY 1, 1969

JUNE 1989

Well here it is, time for our second communication, and there is much information to pass on thanks to members who took the time to send me items. This issue consists mostly of (edited) information from letters I received. Hopefully I've re-typed them without making any errors or changing the intent of the message. Thanks also to those of you who sent money contribution<sup>3</sup>. Although I am not requesting dues, if you feel an uncontrollable urge to send me money to help with the expenses, just do whatever makes you comfortable. When I decided to get this club going, I made a decision that I would rather have members sharing information instead of money and no members. It costs just about \$1.00 per newsletter for printing and postage, but since I don't smoke or fool around, I feel there are a lot worse things I could be spending my money on. I am also gaining a lot of information. And finally, thanks to those of you who sent me a copy of the original production order for your car(s). These are available from Newman & Altman 405 West Sample Street South Bend, Indiana 46621 for \$15.00. Production orders for Los Angeles produced cars give accessory and option code numbers which are different from South Bend cars and there doesn't seem to be any record of what these codes stand for. Does anyone know? (see last paragraph on page 17 of June 1989 Turning Wheels, Random Notes by Fred K. Fox.)

I have contacted Laraine Hall of the 25th International SDC Meet about providing us a meeting place. She said that there should be no problem but she could not give me anything definite. I will check in when I arrive and will post a notice on the bulletin board. If you are planning to attend the Meet, please check the bulletin board, I am hoping we can have a get acquainted meeting sometime during the week.

Member Richard Poe of Cincinnati, Ohio had an interesting question concerning the color of the firewall and inside fender aprons on two tone models. From our first observations, it seems that the firewall and apron were painted the same color as the hood and upper fenders, unless the hood was painted Snowcap white. In this case it appears the firewall was painted the same color as the lower part of the fenders and the aprons were painted the same as the hood. We also observed that the door jams were painted to match the lower part of the fender, and not two toned. Anyone have any opinions or information on this?

I have included a color code list and an accessories option list in this issue. I think the color list contains all the colors offered in 1956, but I am sure more accessory options were available. I will update as more information becomes available. I have gotten this information from the copy of the ORIGINAL PRODUCTION ORDER(s) you sent me and from my parts books. - Frank Ambrogio.

### **Our first letter this issue is from Lewis Danderand dated April 13, 1989.**

I am enclosing my copy of the original production order for the 56 GH which I own. I hope everyone will do as you requested and we will have a great organization to help each other in keeping these old timers running amongst the best of them. If enough of us are in need of parts which have to be made, we should be touch with each other to save overall expense of reproducing these items. I am in need of several items myself and would be willing to see about reproduction of some if enough demand was known. Plastic bows for headliner, headliner material, renewing steering wheel, original hub caps or wire wheel covers with centers, and plastic emblem for grill & trunk are a few. In answer to one of your questions, my Hawk \*6031 047 has no signs of emblems on front fender.

My car has missing engine parts, complete hood, exhaust manifold, carb, generator. Engine has been open for years but would like to try rebuild and keep original if possible.

Keep up the good work, and like I said, I would be willing to have some things we need reproduced or would like to buy parts from others who have had it done. Please keep in touch.

**Lewis Danderand 3305 N. Gregory Tucson, Arizona 85745 P.S.** We will attend the meet in July.

(I would suggest that each of us drop Lewis a note with our "wish list" and he can then see what seems to be most in demand. FJA)

April 29, 1989

To:  
56 Golden Hawk Registry

Enclosed is the production order for my 56 Hawk. As previously reported my 56 has a replacement 35? cu. in. engine. The serial number of the engine is NONE STAMPED.

As can be seen from the production order, the car was originally delivered with an automatic transmission. A previous owner, probably the party I bought the car from, changed the transmission to a 3-speed overdrive unit.

It is believed that the car, as originally delivered, was black and white in color. I would appreciate it if you would provide me with the code for the trim and other special features as listed on my production order.

#### Other Features

The transmission type is 3-speed with overdrive. The car has been converted to floor shift with a Mr. Gasket shifter which seems to work well.

The original bench-rest front seat has been changed to GT Hawk bucket seats. I believe I will retain those two conversions although I am considering a transmission conversion to a Borg Warner T-10 transmission to obtain the 4-speed tranny. If you are aware of any one who has made that transmission conversion I would like to have their name so that I could obtain particulars on what is required to make that conversion.

I too have a noisy lifter problem with my Packard engine. As previously reported to you, the engine in my 56 is a Packard Caribbean and thus has the Packard oil pump. The research that I made also revealed information on the oil pump as the problem area. My data was obtained by contact with Packard car club people who told me of the conversion required to delete the vacuum boost feature of the standard Packard oil pump. I have not yet made that fix on my car. I do plan to do that fix and would like to obtain details on the best way to accomplish that fix.

I am presently restoring my 1957 Silver Hawk. The car had been involved in a front-end collision and required body damage repair. Fortunately the driver of the other car had insurance and thus I was given a check from their insurance company and could accomplish repair of my vehicle as I saw fit.

With the insurance check (\$2187) in hand, I decided to do a frame-on restoration. I removed all 4 fenders and had them chemically stripped. This was followed by repair of the rust-out areas of the fenders. I sectioned in new replacement sheet metal sections. I then had a body shop do any small areas which required body filler and to prime the fenders with

DP-40 two-part epoxy primer (two coats) and 1 coat of primer surfacer.

While the fenders were in the shop I removed all paint from the body and used the same primer on the body as the paint shops were directed to use. I also removed the trunk lid and hood and had them chemically stripped and primed while I worked on the body.

Frame and body areas which were inaccessible after fender installation were sanded, painted with epoxy primer and undercoated prior to fender installation. I also painted the inside (engine compartment) front fender aprons with finish coat color and undercoated the underside of each front fender prior to installation on the car. Also I painted the firewall area with finish coat prior to installation of the front fenders.

The car is essentially ready for finish color coat with but one exception. The body mouldings which cover the rear fender fin where it attaches to the body need replacement. These mouldings were rusted out and I needed to find a replacement. No replacement was available and so I am forced to fashion my own.

I have obtained roof drip channel mouldings from a Plymouth station wagon and I am presently in the process of forming and bending these so that they match the curvature of the rear fender fin-body interface. The mouldings from the Plymouth wagon are 1/2 inch wide stainless steel mouldings about 10 feet long. The bend area for the Plymouth wagon at the wagon rear window area is somewhat similar to that required for the front part of the 57 Stude fin (luckily).

### Frame Strengthenener

I have installed a frame strengthener on my 1962 GT Hawk. The design of the strengthener was a combined effort by myself and a Mechanical Engineer who had previously worked in the auto industry. After the design was completed, I had a local metal specialty shop make up 5 sets of the strengtheners. One set has been installed on my 62,GT Hawk. The addition of the strengthener accomplished two things. it significantly reduced rattles and it allowed me to jack up the car and be able to easily open and shut doors while on the jack.

I plan to install the frame strengthener on my 56 Hawk. The installation planned is designed to beef-up the frame from the point where the rear leaf spring front hanger bracket attaches to the frame to the area where the front coil spring goes through the frame. I believe that the frame strengthener is really needed on the 56 because of the heavier Packard engine. I have heard of instances where frame cracking have occurred on 56 Golden Hawks.

I am considering making the frame strengthener for sale to other Hawk owners. If enough interest is shown by other 56J owners I would consider construction of 20 or more

strengtheners. I would have to be assured that a significant market existed before commitment to making them for resale.

The cost to me to have the 11-gauge steel formed into the needed cross-section will be high and I would not want to build a large number of these without being sure that I could sell some. If you and other 56J owners show interest in the frame strengthener please let me know. An initial estimate of final sale cost of a complete set of frame strengtheners would be in the \$250 to \$300 range.

### Torsion Bar Change

Another improvement that I am considering is a change of the torsion bar for the front-end suspension. A company in Oregon will design custom torsion bars which are tuned to radial tires. My belief is that the original Stude front torsion bar was ineffective in minimizing front-end roll. If enough interest is shown in this item, I would consider the investment required to obtain quantity lots of a redesigned torsion bar.

The company in Oregon has built after-market torsion bars for a number of auto makes and to my knowledge has been well received by those who purchased them. Again the reason why I am considering this change is that the original design was marginal at best. I would appreciate comment on my idea to obtain a torsion bar that works well (especially with radial tires).

Also enclosed is two stamp books. It is my desire that you send a copy of my letter to all 56J owners so that they may comment on the improvements I have scheduled for my 56J.

Communications between persons who have similar interests is key to improving the performance capability of the 56J.

Yours Sincerely,  
Caude O.Sevon  
10720 S.E. 290th St. Auburn, WA 98002  
Phone (206) 735-3127

P.S. I own 5 Hawks and a 64 Cruiser  
56 Golden Hawk Std. Tr. + OD  
57 Silver Hawk Std. Tr. + OD  
62 GT Hawk AT  
62 GT Hawk Std. Tr. + OD  
63 GT Hawk AT  
64 Cruiser AT

**THE FOLLOWING LETTER WAS RECEIVED FROM GEOFF FORS      MARCH 25, 1989**

Dear Frank: Thanks for the information package recently received concerning the 156 Golden Hawk roster.

I can provide some input on your questions:

1. My car had chrome script "GOLDEN HAWK" on the trunk lid, and STUDEBAKER in chrome on the front fenders.

No V-8 emblem. In my 15 years' SDC experience and 30+ years of being around Studebakers, I seem to recall that the chrome script was changed to gold in mid to late year 1956. This would seem to be backed up by the 1957 Golden Hawks all having gold script. I have obtained both kinds of script NOS, and I believe it is being repro'd now also. I have never seen a '56J out on the west coast with V-8 emblems on the front fenders, although some factory advertising drawings clearly show it. If it was actually used, I think it would have been on only the very earliest ones.

The general opinion seems to be that all bets are off when it comes to Los Angeles production vehicles, since fewer were made there than South Bend and while South Bend may have already made certain mid-year trim type changes, Los Angeles was out of step with those changes at least until inventory ran out of the older type of parts.

2. My steering wheel is in rough shape, but there are a number of places advertising in Hemmings Motor News claiming to do steering wheel restoration. Very expensive; they usually get about \$ 250.00 for a wheel in rough shape. Some years back there were a bunch of 1956 President wheels available in Turning Wheels (1975 ?) and I bought one for around \$ 35.00 I think. It's white and identical to the 156i wheel except that the diameter is either 1/2 or 1 inch larger. Not much clearance for your legs after you put it in.

3. I've never had any problems with lifters. I stuck an exhaust valve once by not running the engine for 10 months in some damp storage. Had to pull the head and free up the valve. I did a valve grind on the head since I had it off, and put new stem seals on the valves. After 29 years, the inside of the head was clean enough to eat off of. I guess a bit more sludge would have kept the valve from seizing up in its guide. Harold Gibson had suggested partially blocking the output line from the oil filter to increase timing chain lubrication and I think oil pressure, but don't quote me on it because I never did get the picture regarding what he was talking about.

4. The ultramatic cooler built into the base of the radiator is a serious problem causer. It ruptures without warning and fills the transmission with radiator water, ruining it. Harold Gibson and everybody else I have asked all insist that the cooler in the radiator should be plugged up and only an air-cooled cooler used. It ruins an otherwise original appearance, but considering the risk, I would suggest following that advice. My own ultramatic was ruined when the cooler ruptured. Apparently there were three different torque converter designs, with only the last one being considered desirable. Maybe somebody knows about this.

5. A couple of years back, I had two days to get a '60 Hawk that had been sitting in my grandfather's yard for 20 years in good enough shape to drive across the desert 800 miles from Arizona to N. California. In the process, I went to an auto parts store that had been in business since the 1950's and had never changed much, looking for molded radiator hoses. For about \$ 3.00 each I got a set of NOS appearing Gates hoses, molded (not corrugated universal type.) They had the old Gates logo on them and@ they must have been hanging there for 25 years or more. Point is, Gates has made a molded hose for just about any postwar car and might still be able to make a few up if they don't stock them any more. I got NOS uppers and lowers from various SDC members by diligently sending parts want lists out every month, but that was 10-15 years ago. I got the lower from Packard Farm in Indiana. Maybe they still have one or two.

6. Supposedly Ford wagons and vans and possibly Dodge wagons or vans used the plastic ribs for the headliner. Members who were able to find NOS headliner ribs told me the plastic was so brittle that they broke just trying to put them in. The same Ford/Mopar vehicles had the cardboard headliner material, I'm told, but I never have found any that way. Another '56J owner from the Los Angeles area was asking me if my car had people's names or other words written in pencil on the inside of the fins, and in fact they do. I don't know why.

7. In case anyone is looking for those glass bowl fuel filter assemblies, they were common on all sorts of engines from all makers. Mine was gone when I bought the car, but I found one in the junk heap at a tractor repair place.

8. A couple of tips I have picked up along the way are that if the rubber coating on the spark plug wire looms has rotted away, it can be restored with that stuff designed to coat tool handles by dipping the item into the can. If the fresh air heater vent hose has rotted away, instead of using cheap 4" dryer vent hose (which is usually white and pretty thin) there is a flexible aluminum type of hose available at appliance part wholesale houses which works great and is a lot more durable. I bought more than enough for about \$ 9.00. It can be painted black or undercoated. I like the K-Mart black rubber undercoat in a spray can.

9. I am not aware of how many Los Angeles versions were made. So far I seem to have the highest L.A. serial number. I have an old Turning Wheels from 1972 (?) which has an article on the 56J. I'll have to look and see if it has that info. I will also order a production order from N&A.

Anybody with radio problems or electrical difficulties can write me. I have a few NOS radio vibrators, although I suggest anyone who needs one consider getting a transistorized replacement. They are available for \$ 14.50 plus shipping from Antique Electronic Supply, 688 W. First Street, Tempe, AZ 85281. They also have NOS original mechanical vibrators for the same price. If radios with the crank- up antenna no longer seem to pick up stations, check the antenna with a multi-tester for shorts. The crank-up mechanism uses a copper cable like a speedometer cable and it rides in an insulated bakelite track. When the antenna sections corrode, it becomes more difficult to crank the antenna and people force the knob. This often pops the cable out of the unsulator track behind the crank and it touches the outer jacket of the antenna assembly, shorting everything out. If you have an AM/FM radio added, the FM will still work when this happens but the AM will be dead.

Thanks again for the information. Good luck with your project. I'll get in touch when I have more information.  
Studebakerly, Geoff Fors

### 1956 STUDEBAKER SOLID COLORS

NUMBER	COLOR	NUMBER	COLOR
P5610	SUNGLOW GOLD	(GOLDEN HAWK AND SKY HAWK ONLY)	
P5611	MIDNIGHT BLACK	P5616	GLENBROOK GREEN
P5612	SNOWCAP WHITE	P5617	CAMBRI DGE GRAY
P5613	DAYBREAK BLUE	P5618	YELLOWSTONE
P5614	AIRFORCE BLUE	P5619	ROMANY RED (HAWK MODELS ONLY)
P5615	SEASIDE GREEN		

### 1956 STUDEBAKER TWO TONE COLOR COMBINATIONS

NUMBER	TOP COLOR: ACCENT	LOWER COLOR: BASIC
P5620	DAYBREAK BLUE	AIRFORCE BLUE
P5621	AIRFORCE BLUE	DAYBREAK BLUE
P5622	SNOWCAP WHITE	DAYBREAK BLUE
P5623	SNOWCAP WHITE	AIRFORCE BLUE
P5624	SEASIDE GREEN	GLENBROCK GREEN
P5625	GLENBROCK GREEN	SEASIDE GREEN
P5626	SNOWCAP WHITE	SEASIDE GREEN
P5627	SNOWCAP WHITE	GLENBROCK GREEN
P5628	SNOWCAP WHITE	CAMBRIDGE GRAY
P5629	SNOWCAP WHITE	MIDNIGHT BLACK
P5630	MIDNIGHT BLACK	SNOWCAP WHITE
P5631	MIDNIGHT BLACK	ROMANY RED
P5632	ROMANY RED	MIDNIGHT BLACK
P5633	ROMANY RED	SNOWCAP WHITE
P5634	SNOWCAP WHITE	ROMANY RED
P5635	SUNGLOW GOLD	SNOWCAP WHITE
P5636	SNOWCAP WHITE	SUNGLOW GOLD
P5637	DOESKIN	MOCHA ( GOLDEN HAWK & PRES 4 DOOR CLASSIC)
P5638	SNOWCAP WHITE	MOCHA (GOLDEN HAWK & PRES 4 DOOR CLASSIC)
P5639	MIDNIGHT BLACK	YELLOWSTONE
P5640	SUNGLOW GOLD	YELLOWSTONE
P5641	SNOWCAP WHITE	CERAMIC GREEN (GOLDEN HAWK ONLY)
P5642	SNOWCAP WHITE	TANGERINE

ONE CHART ALSO LISTS COLORS CORALTONE AND RANCHO RED AS ( 1955 SPRING COLOR ONLY)

**The following information is offered by Joe Hall**

**March 26, 1989.**

Hello there again. Just received your 56 G.H. owners newsletter today & already read it cover to cover. found it to be very interesting and informative. I think what you are doing is just great. We could wind up with a very nice club as a result of your effort. Please note my new address as the USMC is transferring me to fort Knox, Kentucky. I'll be there by 10th of April. I am sending factory production order copies as you requested. FYI: car #- 6032304 had "STUDEBAKER" front fender script, - 6033268 had "STUDEBAKER V-8" and car # 6030689 had none.

I'd like to offer the following info:

(A) Headliner (material) & bolts are nearly identical to that used in mid 80's Dodge vans (the kind the military has bought by the hundreds) only the perforated holes are just a tad smaller. After cutting the pattern & painting with vinyl spray paint, be sure to steam the foremost & rear most sections for easy bending to fit.

(B) Highly recommend external transmission on cooler instead of stock radiator integrated cooler for the Ultra-matic. (Often rotted through & will contaminate/damage both radiator & engine/trans.)

(C) I can't remember the source of info, but seem quite certain that 56 GH used ONLY chrome Golden Hawk trunk script (57158 used both).

(D) Interesting article on the two different types of oil pumps. Now I'll tell you more. The pump used on the Packard 352" used in the Nash/Hudson was ENTIRELY different from those two, and according to a friend of mine who has run a Packard repair shop for 30-40 years, the Nash/Hudson pump is the most desirable of the three. I have one of these pumps from a "spare" engine I wound up with from a '56 Nash Ambassador.

(E) Hydraulic lifters are NAPA - 213 t 662 & J. C. Whitney -37- 73 t 4N (also fits Dodge truck, 59-68 318" engine & 57-60 327" AMC V-8).

(F) Radial tires (205175-15), later model Studebaker V-8 front sway bar, and an extra leaf (the longest one) in each rear spring & heavy duty 56 GH front springs, Part - 526125 (or any .650 - .670 coil diameter springs from junk yard, cut to length, usually between 13-3/4" & 14-1/2") make my 56 GH handle at least as good as my 62 GT Hawk. Rides, drives, & handles like a completely different car when compared to stock 56 GH suspension.

(G) Steering wheel deterioration seems caused by, #1 age & #2 standard steering setups with the heavy front end. I have been advised that a shop in Fall Brook, California does a superb job of restoring them. They have advertised in Turning Wheels and/or Hemmings Motor News.

(H) Near identical silver mylar used on interior door & quarter panels is available from Bill's Upholstery 703 Memorial Highway, Bismark, N.D. (701-258-7779).

(I) Stock (not color matched) 56 GH & Studebaker paint colors are available (RM SUPERMAX brand only) from Hugh's Paints in Escondido, Ca. (619-747- 3023) , but I don't know if he ships or not. He tells me that any paint store selling RM SUPERMAX brand can supply same (available in "modern" paints, i.e. acrylic enamel).

(J) Spark plugs are also AC R44XLS

(K) Monroe matte # 1007 shocks fit the front perfectly and are still available from Monroe.

(L) On my car # 60323048 new set of lifters (from JC Whitney) at 97,000 miles cured my noisy lifter problem (14,000 miles ago & haven't heard one since) on my brother's # 6030689 car, I rebuilt the engine at 97,700 miles (now has to 101,000) and still has no noisy lifter problem with the original lifters (and oil pump) in the car.

(M) 9000 series CARTER AFB carbs fit (with either an adapter or machining manifold bores) the 352" & do EVERYTHING better than the WCFB: idle, performance, & MPG. I also made an adapter & use the stock air breather plus you can run a PCV valve with this carb (a good modification for people who intend to drive their 56 GH).

(N) Regular Studebaker T - 85 Overdrive transmission will work in 56 GH with a "custom made" pilot bearing.

(Studebaker pilot bearing pressed into an adapter 1.75" O.D. I think for the hole in the end of the 352" crankshaft) and by cutting about 1/2" off the input shaft tip and turning down the shaft the throwout bearing rides on by about .050". These are the only differences between the two transmissions. (I have had this setup in # 6032304 for 33,000 miles now).

(O) If your 56 GH has intermittent headlight failure & you can find nothing wrong with the wiring, try replacing the stock 18 AMP circuit breaker with a 30 AMP one (this cured both my 56 GH and my 62 GT). NOTE: The 30 AMP circuit breaker is available at most parts stores & mounts under the dash.

(P) If your speedometer indicates speed that is way off, CAREFULLY remove the chrome bezel & face and adjust the hair spring (behind face next to odometer). NOTE: use accurate tachometer & calibrate RPM to MPH ie.3.07 rear end (Ultramatic in high gear lock up) with stock tire size, 2500 RPM = 65 MPH. 3.92 rear end in overdrive, 2000 RPM = 56 MPH.

Q) Most engine parts (pistons, bearings, etc.) are available at EGGE'S machine CO. in Santa Fe Springs, Ca. (213-945-3419).

(R) for the man needing help with arm rests, order the replacement panels from LOGA ENTERPRISES in Eau Claire, Wi. and have them upholstered in an upholstery shop. (the arm rests are part of the door panel(s), also see item (H) on previous page.

(S) Echlin # ST -1 03si a substitute starter solenoid (missing the connection for the 12 volt ignition wire). Well frank, that's about all that comes to mind for now, hope it will help somebody out.

Now for a few questions maybe somebody can help me with.

(A) Anyone have a line on motor mounts?

(B) How about the molding strips between the fins & trunk.

New address effective Aprt1 8th 1989:

Joseph Hall 205 Jericho Road Le Grange, Kentucky 40031 (502-222-9653)

(NOTE: Joe, I just purchased a set of motor mounts in 1984 from Packard Farm 97 N. 150 W. Greentield, Indiana 46140 (317-462-3124) for \$80.00 (not cheap). I spoke to Bill McDowell of Packard Farm in 1985 and (I think) he said there was a place near him that could re-build motor mounts. You might check with him. Also, STEELE Rubber Parts Dept H-589 1601 Hwy 150 East Denver NC (704-483-9343) had the following Packard ad In Hemmings: 1955-56 insulator assembly, engine support, front. Revulcanizing service only for #465276. Send in your old care an allow 3 weeks for service. For all models \$81.00 pr. (The Studebaker # looks like 1539064. I don't know if ther are at all alike, but maybe STEELE could help.)

I purchased molding strips in 1984 from William Fennessey 609 Bowling Ave. Nashville, Tenn. 37215 (615-292-5180) for \$75.00. Member Luther Jackson says that Bill still has some. I have also found Phil Brown 818 Berlin Mishawaka, Indiana (219-255-3916) to be most helpful in searching out parts for me. Anyone else have any comments? - FJA)

**This one is from Randy Cavoli**

**April 12, 1989**

Dear frank:

Received your newsletter of March 6 and enjoyed it very much. I have additional information on my cars which may interest you.

First, My 2-tone Hawk which I'm restoring was originally an automatic. It was converted to the 3 speed overdrive by the original owner about 20 years ago. They took the 3 speed from the parts car I also have. This would account for my car having an engine number that starts with "S" instead of "K" as an overdrive would normally have. By the way, I do have the ultramati trans and torque converter that were in my car. The conversion works very well and it has a Hurst floor shifter. I was giving some thought to using the column shifter and parts out of the parts car to make it original, but the floor shift works so well I'm afraid to mess with success.

Next, my dr1ver (#6030510) did not have the fender script, while the parts car (#6032553) did. Both cars have the silver colored trunk scr1pt.

Last, my two tone Hawk has the tri -level paint scheme where the roof and lower body are the same color with a contrasting color in between. Apparently there were two different paint schemes for two-tone 56 Golden Hawks. Sincerely: **Randy Cavoli Rd 1 Box 157D Elmer, N.J. 08418**

**The following ads appeared in Old Cars Weekly:**

PACKARD, STUDEBAKER autometric transmission parts, gaskets, seals, bushings, plates, SASE with wants; George Kanaan 9 N. Rocky River Or: Bend, Ohio 44017.

PACKARD water pumps, 1938-58, \$40 plus UPS. Your solid core rebuilt with fresh seal and bearing. Two day turnover. Satisfaction guaranteed.. Inquire about others. PH: 609-881- 5935  
Todds auto Parts, Rd 1, Box 526, Glassboro NJ 08028.

I received a letter from Kenneth Mitchell, R #1 Box 160 Newton, IL 62448 618-733-3862. He is looking for a 56 Golden Hawk in good condition. If anyone can help, why not give him a call?



**JOHN WALLIS OFFERS THE FOLLOWING IN A LETTER RECEIVED MAY 18, 1989**

Thank you for the copy of the 56 Golden Hawk newsletter. It is encouraging to know that others take an interest in America's first "muscle car". I recently rebuilt my engine and can add some further info on oil flow and lifter problems. It seems Packard was aware of the problem and offered a modified camshaft thrust plate and spacer in late 1956 (part. 6480918 and 6480917). This modification reduces the oil flow to the timing chain from a steady stream to an these squirt each revolution, thereby increasing oil pressure throughout the system and better flow to the lifters. This modification increased 011 pressure by about 8 PSI and eliminated lifter noise in my engine.

I have a question perhaps you could answer. What are the correct colors for the engine and related accessories? Also, what is the correct position for the "SKYPOWER 352" decal on the valve covers? Any help on these items would be appreciated.

NOTE: Fred K. Fox had an item about engine colors in the July 1983 issue of Turning Wheels. He lists the engine color as red, with silver valve covers and black accessories. There was also an accessory kit. AC-2796 which contained CHROME valve covers. Although we are only concerned with the 1956 Golden Hawk, I know that some of you have other cars so I have included the entire chart from that report. Does anyone know about the placement of the decal?

**Studebaker Engine colors**

<b>Year</b>	<b>Block</b>	<b>Air Cleaner</b>	<b>OHV Valve Cover (a)</b>
- 1927	medium grey	-----	-----
1928-1954	olive green	black	black
1955 Champion (early & some late)	Alberta Blue	Cherokee Red	-----
1955 commander (early & some late)	Alberta Blue	silver	silver
1955 President (early & some late)	Alberta Blue	gold	gold
1955 Champion (some late)	turquoise	Cherokee Red	-----
1955 Commander (some late)	turquoise	silver	silver
1955 President (some late)	turquoise	gold	gold
1955 Truck	Alberta Blue	Black	black
1956 Golden Hawk	red	black	silver
1956-57	turquoise	black	black
1957 Scotsman	silver-gray	black	-----
1958 Packard Hawk	??	Black	black
1958-60	silver-gray	black	black
1961	silver-gray	black	orange-red
1962-early 1965	black	black	yellow
1963-64 R series	black	chrome	chrome
1962-64 Truck Diesel	Alpine Green	black	Alpine green
1965 (late)-1966	black	black	black

**JUST A LITTLE: MORE: FOOD FOR THOUGHT**

I met a man in South Bend last year who showed me what he claimed was an original trunk floor mat for a 1956 Golden Hawk. It was not at all like the gray and black checkered (houndstooth) pattern which is currently being offered in reproduction. It was more like a carpet material, old and worn, but I think brown in color. **Does anyone know more about what was original used in these cars?**

## THE 1956 STUDEBAKER GOLDEN HAWK OIL FILTER DECAL STORY - by Frank Ambrogio

We purchased our 1956 Studebaker Golden Hawk from the 2nd owner in October, 1983. The car, though neglected, appeared original except for a modified battery tray, seat covers installed over the original seats, and an under the dash dome light switch.

Under the hood, remnants of the original decals dressed the oil breather cap, oil bath, the wiper motor, and the oil filter case. Although they were worn, the colors and sizes along with some of the information were all discernible.

I saw an ad in *Old Cars Weekly* by *Autosport Specialty* of Knoxville, Tennessee offering dress up decals. I sent for their catalog and ordered all the decals I needed except the the one for the oil filter. I could not find this decal anywhere in the catalog.

I soon discovered that other vendors also offered decals and I kept looking for the correct oil filter decal. Everyone had oil filter decals, but none matched the one on our Golden Hawk. This particular decal was red with STUDEBAKER PACKARD CORP. written in gold or white letters across the top. The letters S-PC were also gold in color. The remaining wording and the border were all in black.

In March, 1985, I went to the Keystone National Swap Meet in York, Pa. Several vendors had decals but no one had the one I was looking for. One man suggested that since the 1956 Golden Hawk was powered by the Packard V-8, I might locate it from a Packard decal vendor.

I began looking under the Packard heading in the various publications for decal suppliers and found *De/s Decals*. I sent for his catalog but still could not find the decal. I was beginning to wonder if I had the right oil filter after all.

Later that year at the *SDC National Meet* in Springfield, Missouri I spoke to Autosport Speciality owner (and former SDC President) John Brichetto. He said that he once saw a 1956 Golden Hawk at a show with the oil filter decal as I had described. He had taken a picture of it but could not make out the lettering. He said if I could send him the information off the decal on our car, he could reproduce the decal.

I had the engine rebuilt in 1984 and during the rebuilding process, the mechanic painted not only the engine, but the generator and the oil filter housing. Thus the oil filter decal was no longer visible. I tried sanding the paint off the filter and was able to see the decal again but some of the lettering came off with the paint. I could make out most of the wording, but I did not want to guess at anything. I wanted it to be accurate.

I saw an ad in *Turning Wheels* by Paul Tarrantino of Buffalo, New York indicating he had three 1956 Golden hawk engines for sale. I wrote to Paul in August, 1985 asking about the oil filter decal. He said he would loan me the filter with the best decal and sent it to me. Unfortunately, I still could not make out all the wording to my satisfaction without guessing. Paul said I could mail the filter to John Brichetto as long as I eventually returned it to him. I sent pictures of both Paul's and my decal to John and told him I could send him the entire filter housing if he needed it.

In December 1985, I wrote to *Turning Wheels* Feature Editor Fred K. Fox. I know from his writing in "Turning Wheels" and other publications, that Fred has an extensive automotive library and also pays very close attention to detail. He offered some suggestions but was unable to supply any additional information.

I then wrote to three 1956 Golden Hawk owners I had met at various SDC National Meets sending a copy of the wording taken from the decal, and a SASE. I won't mention their names because, sad to say, I never heard from any of them.



Just when I was about to give up, I received a letter from John Brichetto in January, 1986 stating that someone named Dwight, had an oil filter with a good decal and that he would be able to reproduce it. Dwight stated in his letter to John that this decal was used on all 1955-56 Packards except the Caribbeans with the dual 4-bbl carburetor set-up but I'm not sure. It was likely used on the Clipper and Executive with the 352 engine.

Several months later on April 17, 1986, I received my complimentary decal from John and his thanks for my help. Although I did not actually supply him with the information he needed, I think my correspondence with him kept his interest alive until he was able to finish the project.

Any of you 1956 Studebaker Golden Hawk owners who want an authentic reproduction oil filter decal, can order one from Autosport Specialty, P. O. Box 9553, Knoxville, Tn 37920, Tel. 615-573-2580. The stock number is 01-104 and the price (as of July, 1987) is \$3.00 plus postage. (NOTE: John has retired, but major Studebaker vendors carry the decal.

I feel that I had a hand in preserving a bit of Studebaker history, such as it is, and I feel a great sense of pride when I lift the hood and see that great looking decal. Thanks to Fred K. Fox, Paul Tarrantino, Dwight Heinmuller, and a special thank you to John Brichetto for having both the interest and the facilities to bring my pet project to fruition.

### 1956 STUDEBAKER ACCESSORIES (partial list)

- AC-235 LOCKING FILLER CAP, GAS TANK
- AC-2334 SWITCH KIT, BACK -UP LAMP-LHC (WITH ST, AND OD LESS POWER STEERING)
- AC-2366 KLEENEX DISPENSER
- AC-2425 CAP AND DISK, HUB (WIRE WHEEL)
- AC-2444 SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD WITH POWER STEERING)
- AC-2516 CLIMATIZER AND DEFROSTER KIT W/HEATER - C-K (CANADA)
- AC-2688 ANTENNA KIT, INTERNALLY CONTROLLED
- AC-2689 ANTENNA KIT, FRONT EXTERNALLY CONTROLLED
- AC-2701 DEFLECTOR, OUTLET PIPE (ROUND EXHAUST DEFLECTOR - SEE NOTE 1)
- AC-2738 CAP AND DISK, HUB (FULL DISK) 15- EQUIP (HUBCAPS)
- AC-2747 RADIO, "STRATOLINE" AUTOMATIC TUNING-C-K
- AC-2748 RADIO "STARLINE" MANUAL TUNING -C-K
- AC-2750 CIGAR LIGHTER COMPLETE
- AC-2752 LIGHT, COMPARTMENT - C- K
- AC-2754 DEFLECTOR, OUTLET PIPE C-K- D (OBLONG - EXHAUST DEFLECTOR)
- AC-2756 CLOCK KIT, ELECTRIC
- AC-2762 BACK-UP LAMP KIT - C-K-D
- AC-2765 SPOTLIGHT ASSEMBLY, LEFT
- AC-2766 SPOTLIGHT ASSEMBLY, RIGHT
- AC-2767 TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES)
- AC-2769 CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS -C - K (USA)
- AC-2770 ANTI -CREEP KIT
- AC-2774 WASHER KIT, WINDSHIELD - LHC
- AC-2775 ANTENNA KIT, REAR DUAL EXTERNALLY CONTROLLED - C-K
- AC-2777 SPEAKER KIT, REAR SEAT (PARTS BOOK LISTS THIS FOR 1957 MODELS)
- AC-2780 WIRE WHEEL OVERLAY (SEE NOTE 2)
- AC-2796 COYER KIT, VALVE ROCKER ARM CHROME - CONSISTS OF 2 COVERS AND GASKETS
- AC-2799 CAP AND DISK, HUB (SPOKE TYPE) NOT WIRE WHEEL TYPE
- AC- 2810 GUARD, CHROME DOOR EDGE - SET OF 2 - C-K
- SP-50060THROUGHSP-50065 FRONT SEAT BELT KIT (GREY, GREEN, RED, BLUE, BROWN, BLACK)
- SP-50070THROUGHSP-50075 REAR SEAT BELT KIT(GREY, GREEN, RED, BLUE, BROWN, BLACK)

#### NOTES:

1 APRIL 85 TURNING WHEELS ARTICLE PG 10. FRED K. FOX INDICATES THESE WERE AVAILABLE (the parts manual lists them as 1955 model year option).

2 APRIL 85 TURNINGW HEELS ARTICLE, PG 10. FRED K .FOX STATES THESE NEVER GOT PAST PROTOTYPE

## **SUMMARY**

1. LEWIS DANDURAND HAS OFFERED TO SEE ABOUT GETTING ITEMS REPRODUCED.
2. OIL FILTER DECAL REPRODUCTIONS ARE AVAILABLE FROM AUTOSPORT SPECIALTY.
3. CLAUDE SEVON MAY SELL FRAME STRENGTHENERS AND TORSION BARS.
4. THE STUDEBAKER FENDER SCRIPT SEEMS TO HAVE BEEN ADDED AFTER #6031900.
5. ORIGINAL FORMULA PAINT IS STILL AVAILABLE FROM RM SUPERMAX BRAND.
6. HEADLINER MATERIAL/BOWS APPEAR SIMILAR TO FORD/MOPAR VANS/TRUCKS..
7. 56 GH (ALL?) HAD CHROME (NOT GOLD) "GOLDEN HAWK" SCRIPT ON TRUNK.
8. HYDRAULIC LIFTERS ARE NAPA #2131662 JC WHITNEY # 37-7314N.
9. FRONT SHOCK ABSORBERS ARE MONROE MATIC #1007.
10. 9000 SERIES CARTER AFB CARB FITS WITH SOME ADAPTING.
11. MOST ENGINE PARTS AVAILABLE FORM EGGE'S MACHINE CO.
12. USE AN EXTERNAL TRANSMISSION COOLER (BYPASS RADIATOR) ON THE ULTRA-MATIC.
13. LIFTER PROBLEM/OIL PRESSURE/TIMING CHAIN LUBE KIT #6480918 & 6480917.
14. HYDRAULIC LIFTER LETDOWN OIL PUMP PRESSURE RELIEF VALVE TUBE KIT # 6484613.
15. GATES MAY HAVE A RADIATOR HOSE SUBSTITUTE.
16. TRANSISTORIZED RADIO VIBRATORS ARE AVAILABLE FORM ANTIQUE ELECTRONIC SUPPLY.
17. AM RADIO PROBLEMS MAY BE THE FAULT OF THE INTERNALLY CONTROLLED ANTENNA.
18. SPARK PLUGS ARE R44XLS.
19. INTERIOR DOOR PANEL SILVER MYLAR IS AVAILABLE FROM BILL'S UPHOLSTERY.

**1956 STUDEBAKER GOLDEN HAWK  
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