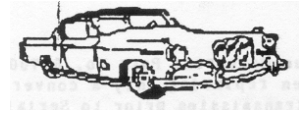


THE HAWKEYE



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 004

ESTABLISHED JANUARY 1, 1989

NOVEMBER 1989

Hello again and thanks to those of you who sent copies of your original production order and/or postage money. No one responded to the item about the accessory codes listed on production orders for Los Angeles produced 1956 Golden Hawks. This was the procedure of listing a two digit number such as 55 instead of an AC-xxxx code as is done on the cars produced in South Bend. Perhaps something will turn up.

It is really amazing how many 1956 Golden Hawk Studebaker numbered 352 CID engines have been replaced by Packard model engines from 1955 and 1956. Checking my Packard manuals, Hollander Interchange book, and several other magazines produced the following information on the Packards. The engine number is located on the front end of the cylinder block (model, starting engine #, production, CID, horsepower rating)

1955 Clipper line

DeLuxe sedan	#5522-01001 8309 320 225
Super sedan	#5542-01001 7979 320 225
Super Panama (H.T.)	#5547-01001 7016 320 225
Custom sedan	#5562- 01001 8708 352 245
Custom Constellation (H.T.)	#5567-01001 6672 352 245
(Carter WCF 2232S 4 bbl carburetor W/cyl head 440689)	
(or 2284S W/cyl head 440854)	

1955 Packard line

Patrician	#5582-01 001 9127 352 260
"400" (H T.)	#5587-01001 7206 352 260
(Rochester 4GC 4 bbl carb Model 440823)	
Caribbean	#5588-01 001 500 352 275
(Dual Rochester 4GC 4 bbl carburetors)	
(model 476010 front and 476011 rear)	

1956 Clipper line

DeLuxe sedan	#5622-01 001 5715 352 240
Super sedan*	#5642-01 001 5173 352 240
Super Hard Top	#5647-01 001 3999 352 240
(Carter WGD 2-bbl carburetor 2393S)	
Custom sedan*	#5662- 01 001 21 29 352 275
Custom Hard Top*	#5667-01 001 1 466 352 275
(Rochester 4GC 4 bbl carburetor model 6480253)	

*The 1 956 Clipper Custom used the same engine as the 1956 Studebaker Golden Hawk.

1956 Packard line

Executive sedan	#5672A-01 001 1748 352 275
Executive Hard Top	#5677A-01001 1031 352 275
(Rochester 4GC 4 bbl carburetor model 6480253)	
Patrician	#5682-01 001 3775 374 290
"400"	#5687-01001 3224 374 290
(Rochester 4GC 4 bbl carburetor model 6480253)	
Caribbean Hardtop	#5697-01001 263 374 310
Caribbean Convertible	#5699-01 001 276 374 310
(duel Rochester type 4GC 4 bbl carburetors)	
(model 64809090 front, and 64809091 rear)	

To complicate matters a little, the 1 955- 56 Hudson Hornets and the 1 955- 56 Nash Ambassadors were powered by a Packard V 8 . The 1955 engines were 320 CID, developed 208 horsepower and used a Carter WGD 2 bbl carburetor model 223. The 1956 engines were rated at 352 CID, 220 horsepower and used a Carter WGD 2 bbl carburetor model 2231SA. The starting serial numbers for these Packard built engines are as follows- (they appear to be interspersed between the Hudson and the Nash)

1955 Nash Ambassador and Hudson Hornet P-1001 (production totals, 6219 Hudson and 10580 Nash)

1956 Nash Ambassador and Hudson Hornet P-21001 (production totals, 3015 Hudson and 4681 Nash)

On March 5, 1956, Hudson- Nash (American Motors Corp.) produced their own 190 horsepower, 250 CID V8 engine and used this engine for the remainder of the model year (this engine used a Carter WGD 2 bbl carburetor model 2352S)

Many of you indicated that you could not locate your engine number which should be located on the top front end of the cylinder block next to the oil filler tube. Probably your car has an engine from a Packard, Nash, or Hudson.

To: 56 GH Information Exchange Members

Notes on 57 Silver Hawk.Restoration

New hardware is available for attaching the 1 inch wide stainless steel moulding to the front and rear fenders (see below).

a) Use Restoration Specialities PIN 1752 Wire Clips (spring wire) for areas which have no back-side access.

b) Use Auveco No. 156 (10-24 bolt size) moulding clips with Restoration Specialities PIN 2557 No. 10-24 Pal Nuts and 10-24 body washers where access to back-side of fender is available.

The Auveco 10-24 fasteners (moulding clips) are available at most auto paint supply houses (box of 25 is approximately \$12.00). The Restoration Specialties hardware is available from:

Restoration Specialties and Supply P.O. Box 328 RD 2 Windber PA 15963

I heartily recommend ordering the Restoration Specialties catalog (cost is \$3.00) as it has a lot of Stude restoration items listed. One item found in the catalog is 'D' nuts. These are the captive nuts (5/16 thread size nuts) as used on the front and rear fenders for the Stude Hawks. I was unable to find the 'D' nuts until I obtained the RS catalog. All items that I have ordered have been quality items.

Added Drain Holes - Front Fender Area - A common area where rust out occurs is at the rear bottom of the front fenders. This occurs because there was no drain provided. I cut a 1/8 inch wide by 3/4 inch long drain hole at the bottom rear of the front fender between the fender mounting strut and the rolled over back edge (at the bottom of the fender). This allows proper drainage. Also prior to undercoating of the front fenders I glue a piece of hard rubber against the front side of the mounting strut and the inside of the fender to seal that to keep water and road grime from getting in. The use of a liberal coat of undercoating then seals that area.

"T" Bolts - The T-bolts used to fasten the moulding strip which bolts the rear fender fin to the body can be made from No. 6-32 Truss bolts by grinding flats on two sides of the bolt head and grinding the head screw slot to remove the slot. I utilized 6-32 Truss bolts 3/4 inch in length.

Hot Air Gun-- A hot air gun capable of 1000 watts is very useful tool for removing undercoating prior to use of chemical strip when restoring fenders or for frame/body areas in which access is available. A putty knife used in conjunction with the hot air gun allows easy removal of undercoating. The heat gun can also be used to remove paint.

Sectioning of Fenders - A hand operated nibbler allows cutting out of fender sections which must have sections replaced due to rust-out. The tool that I utilize is available from the Eastwood Company and is considered by me to be a great tool. Cost is approximately \$31.00.

Sheet Metal/Parts Cleaning - A spray bottle of Windex makes a good general purpose cleaner. I use Windex after removal of paint with the chemical stripper to ensure removal of any residue of the stripper. I also use it to wash off metal conditioner prior to cleaning with laquer thinner and prior to painting bare metal.

Preventing Rust on Bumpers - Any bumper which I have had rechromed is first painted on the backside of the bumper prior to installation on the car. Use of a rust preventative aluminum paint is recommended.

Paint Removal - I utilize a chemical paint stripper available at automobile paint supply stores. The best chemical paint stripper is a

brand label "Shop". An alternate but less effective brand is Aircraft Paint Stripper.

Rust Preventative Coating.- The product labeled LPS 3 is a rust preventative coating that is used to coat hardware items (bolts and nuts) which are exposed to the environment. I use this product on any bolts and/or nuts exposed to road wash. I use the product on the wheel studs and wheel nuts so that they never rust. The LPS 3 provides a lubricant/wax coating which resists rust. I use it anywhere where there is potential for rust including spring shackle bolts and shock absorber mounting hardware.

Aluminum Cans - I utilize aluminum cans in restoration tasks. Uses include 1) pallet for mixing two-part epoxy or bondo, 2) container for laquer thinner for cleaning parts or paint gun, 3) protection of paint surface while doing operations which would scratch the paint surface, 4) shim material for sockets to remove badly rusted bolts, 5) shim material for installing new grease seals in used holders and 6) container for solution used to de-rust body hardware. The use of a steak knife allows removal of the top of the can. Ordinary scissors are then used to cut the can as desired.

Trouble Shooting Case - This case involved my 64 Cruiser. After owning the car for about a year, I noticed short periods in which the engine would run rough as if missing. The problem would go away and re-appear. on two occasions after the problem surfaced, I had to have the car towed home because it quit running and would not re-start. The car would start once I got it home. Various fixes to the car including complete tune up and carburetor re-build did not cure the problem. After one such check of ignition components I took the car on a test drive. It quit again and I was forced to call a tow truck. once home I reviewed each event in which I had problems. Only a complete failure of ignition could cause the problem. I then went out to the car and removed the wire going from the coil to the distributor. Using an ohmmeter I made resistance (continuity) checks while flexing the wire. These checks revealed a connection which had broken strands of wire at the connector which connects to the distributor points. Replacement of the wire cured the problem. It is believed that improper stress relief coupled with distributor advancement eventually caused the wire to have broken strands. Proper operation of the ignition requires a low resistance connection between the coil and distributor.

Claude O. Sevon
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Auburn, Washington
Phone (206) 735-3127

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HIGHLIGHTS OF LETTERS

FROM GARY OAKLEY LUBBOCK, TEXAS JULY 24, 1989

Enclosed is a copy of the original production order for my 1956 Golden Hawk as you requested. I am also enclosing money to help on your expenses with the newsletter. I was surprised to learn that the original destination of my car was Grand Island, Nebraska as I am fairly certain that this car sold new in Dallas. I could be wrong or I suppose the car could have been purchased (or transferred) from dealer to dealer.

I know that the car was owned by an old lady in Dallas from 1958 until it was purchased by former SDC President C. P. Smith in (I believe) 1983. My Smith was killed in an auto accident several months later and I purchased the car from his widow in 1986.

FROM JOE HALL LA GRANGE, KENTUCKY SEPTEMBER 15, 1989

Hello once again. Hope this finds you doing well. Sorry I haven't answered your last note sooner. I was waiting on Newman-Altman to send the production order of my latest "treasure find." As you can see, most of the info is on the production, not much else to tell except it has been sitting since 1968, and has no rear seat radio speaker (first I've seen yet). It also has a 1955 320 CID Packard Clipper engine which is locked up. It is pretty rusty, and honest #5 condition in need of new front and rear fenders (doors, hood, trunk and sills are good), and about 50% of the floorboards need replacing.

It is about 98% complete. I still don't know if I'll restore it or just let it sit. I really can't justify the time or money required to restore it at this time. A man only needs just so many 56 Golden Hawks to drive but....

Oh well, enough about that one. Here is a little something (a check) to contribute to what I consider an excellent cause. I've gotten several phone calls from people you've sent my way in need of whatever. Of course, I've done anything I could and I'm glad to be of any help to anyone with a 56 Golden Hawk.

I forgot to mention, in the last tech letter I sent, that Chevrolet 350 CID piston rings fit the Packard 352 CID engine perfectly in corresponding oversizes, ie. .030" oversized Packard piston takes .030" oversized Chevy rings, etc. This is great because we can use the latest technology in piston rings in our old engines, ie. Chrome-moly, etc. I know this info is correct as I installed a set in my brother's 56 GH engine when I rebuilt it. The car has close to 10,000 miles on it since, and no problems. Just pay close attention to end gap and side clearance upon

installation. My Packard mechanic friend in California made me aware of this fact. He is STILL a Packard mechanic and has been for the last 30-40 years.

On another point, my #3 Golden Hawk number 6033268 had gold trunk script on it when I bought it. I did not go to any trouble to determine if it was stock because I felt certain gold trunk script was used on 57-58 Hawks only. In light of the latest info you presented, who knows? I do notice that it is the 2nd highest South Bend production number listed in the HAWKEYE to date so maybe some later 1956 Ghs came with the gold trunk script.

Well Frank, it is after 10:00 PM and I've got to get up about 3:00 A.M. to drive my 56 GH (of course) to the Nashville Studebaker meet tomorrow, so I'd better close & get at least some sleep. I look forward to coming issues of the HAWKEYE and I'm sure sooner or later we'll meet somewhere down the road. Take Care.

FROM REVEREND SAMUEL P. REED AVIS, PENNSYLVANIA AUGUST 2, 1989

I am enclosing the copy of the original production order for my 1956 GH which I purchased from a young man in Maryland. It was somewhat of a surprise to see how much of my Hawk had been changed from its original buildout. I had a hard time trying to get an engine # from my engine. All I could come up with was ?5587-8. Does this mean anything to you? The car now has power steering and a radio which were not on the P.O.

Has anyone had the experience of adding a power unit to the Hawk front seat? My fat belly and short legs call for a power seat or a tilt steering wheel. The steering wheel is very much in need of reconditioning. If anyone has the good fortune to know of a place or person that does steering wheels at a reasonable cost, I am very much interested.

I received the first two issues of the official 1956 Golden Hawk newsletter and was very pleased with the amount of good information it included. I live in Pennsylvania, the rust capitol of the U.S.A. My Hawk came from Maryland and is a true Southern lady. Please keep the "Hawkeye" coming. I am enclosing some stamps to help with mailing costs. Thanks again for what you are doing to help us nuts.

Long Fly the Golden Hawk!
(NOTE: Amen to that, Reverend! It appears, from the chart on page 1, that the engine in Reverend Reed's 1956 Golden Hawk came from a 1955 Packard 400 Hardtop.)

HIGHLIGHTS OF LETTERS

FROM GORDON BOWERMAN NENANA, ALASKA SEPTEMBER 26, 1989

I located my Hawk in 1975 at a village about 200 miles from here down on the Yukon river. The engine had been out, uncovered, and was upright for several years, the transmission discarded. The owner said that if I could get a 1950 Jeep going for him, I could have the Hawk.

It was brought here by barge and sat while I collected parts and got into the mood to do the body work. The color had to be changed from pink & white (note: Tangerine/Snowcap white) to gray & white to match the new seats and interior.

It has been on the road a year now and is driven daily.

Small payment enclosed to help with postage. Well worth it! I could have used the information a few years ago too.

NOTE: Thanks Gordon. You know, owning a 1956 Golden Hawk is somewhat of a challenge in that we can't get much help from anyone. The other car clubs, other than Packard, have virtually nothing in common with us and we are usually excluded from most Studebaker parts listings. Living in Alaska, so remote from the rest of the country, must really set you apart from the other car enthusiasts in your neighborhood. My hat is off to you and our other Alaskan, Rick Solberg of Anchorage.

FROM WAYNE LEDUCHOWSKI WINNIPEG, MANITOBA SEPT 8, 1989

Enclosed is a copy of the original production order for my car and also please accept the enclosed money order to help with the expenses.

My 56 has the chrome trunk script and no front fender script. It has 90,000 miles and I am doing a frame off restoration myself. The interior is stock and the body was original green and white (now in primer.)

I've included a photo copy of the 56 G.H. road test results that was printed in the February 1956 issue of Motor Trend magazine.

FROM VINCE HABEL JR. COLUMBIA, PA. OCTOBER 11, 1989

I don't own a 56 Golden Hawk, but have always had an interest in the Golden Ones and I do own a 57. The article preprinted in the Dec. 73 (Turning Wheels) was supplied by me. If you don't have those issues of magazines I will send you full size copies which you can redo for others. I can also send you all the 56 roster information I had compiled. Much may be out dated but some cars are still in the hands of the owners who had them in 73.

(NOTE: I've asked Vince to send me everything.)

FROM FRANK AMBROGIO CASSELBERRY FL OCTOBER 18, 1989

I would like to add power steering to my 2nd 1956 GH. This car has the 3 spd overdrive.

It is my understanding that there are some steering column differences between the 3 spd OD with power steering and the 3 spd OD without PS. Can anyone tell me what I need (besides my head examined)? I know there is a different back-up lamp switch, but that is about it. Does anyone have a complete steering column for sale from a 3 spd with PS?

AND THIS

I can't tell you how many Hawks I've seen with the back corners of the hood (by the windshield) bent up due to the hood flying open while the car was being driven.

Has anyone out there come up with a good convenient alternative. Let me know and I will pass it along in the next issue.

NOW IT'S UP TO YOU

HAVE YOU:

1. Sent you request to Lewis Dandurand indicating what items you would like to see reproduced?
2. Sent your name to me (instead of Luther Jackson, who is away too much) indicating your interest in the steering wheel project?
3. Sent a photograph of your car to Tom Snyder?
4. Sent me your car's serial, body #s?

Remember, I am only the distribution mechanism. We have a few members who have volunteered to do some leg work for us and we should all take advantage of their offer.

Remember also, that I am not the expert. Most of you have already proven to me that you know much more about these cars than I do. I have learned an awful lot so far and thank those of you who have contributed information.

There are three ways to contribute to this club. One is to provide information, even if it is only your car's serial number. Two is to offer to take on a project. Three is to learn something from these pages. It seems to me that everyone has done his part.

The following are looking for 1956 Ghs:
Myron McDonald 22 East Church Street
Aurora, MO 65605 417-678-4466

Rob Miller 318 N 18th St, Wilmington N.C.
919-572-5523



STUDEBAKER-1956

LACQUER

8123 SUNGLOW GOLD		Fill to
18 White	.....	40 1/2
21 Oxide Yellow	.....	49
43 Gold Toner	.....	55
60 Tinting Black	.....	53 1/2
15 Black	.....	58

Car Mfgs.
Color Comb.
No.
1002
BAC
P-5610

8115-G CERAMIC GREEN METALLIC		Fill to
212 Gold Toner	.....	37 1/2
222 P. C. Green Toner	.....	46 1/2
229 Medium Metallic	.....	54 1/2
223 Oxide Yellow	.....	55 1/2
713 Black	.....	58

LACQUER
Car Mfgs.
Color Comb.
No.
1010
BAK

8120-5A ROMANY RED		Fill to
71 Cadmium Red	.....	29 1/2
121 Vermilion	.....	33 1/2
150 Maroon Toner	.....	53 1/2
34 Red Oxide	.....	58

1003
BAD
P-5619

8117 DOESKIN		Fill to
218 White	.....	49
288 Tinting Black	.....	52 1/2
224 Red Oxide	.....	53 1/2
242 Gold Toner	.....	53 1/2
713 Black	.....	58

1011
BAL

8121 SEASIDE GREEN		Fill to
118 White	.....	48
122 P. C. Ocean Toner	.....	51 1/2
163 Tinting Blue Toner	.....	53 1/2
168 Tinting Black	.....	51 1/2
188 Tinting Green Toner	.....	58

1004
BAE
P-5615

8119 MOCHA		Fill to
218 White	.....	56 1/2
225 Red Oxide	.....	48
215 Black	.....	53 1/2
223 Oxide Yellow	.....	58

1012
BAM

8116 DAYBREAK BLUE		Fill to
118 White	.....	50 1/2
135 India Blue	.....	54 1/2
128 P. C. Blue Toner	.....	53 1/2
168 Tinting Black	.....	58

1005
BAF
P-5613

8125 YELLOWSTONE		Fill to
114 White	.....	51 1/2
223 Oxide Yellow	.....	54 1/2
219 Lemon Yellow	.....	58

1013
BAN
P-5618

8122 SNOWCAP WHITE		Fill to
218 White	.....	53 1/2
288 Tinting Black	.....	51 1/2
242 Gold Toner	.....	53 1/2
288 Tinting Green Toner	.....	58

1006
BAG
P-5612

8124-5A TANGERINE		Fill to
218 Cadmium Red	.....	29 1/2
218 White	.....	54 1/2
223 Oxide Yellow	.....	53 1/2
248 Tinting Black	.....	58

1015
BAP

8114-G CAMBRIDGE GRAY METALLIC		Fill to
228 Medium Metallic	.....	36 1/2
214 Black	.....	48 1/2
228 P. C. Blue Toner	.....	52 1/2
218 White	.....	58
230 Maroon Toner	.....	58

1007
BAH
P-5617

7963 CORAL TONE		Fill to
218 White	.....	41 1/2
225 Cadmium Red	.....	51 1/2
230 Maroon Toner	.....	53 1/2
268 Tinting Black	.....	58

BAB
(1955 Spring
Color Only)

8113-G AIRFORCE BLUE METALLIC		Fill to
225 Indian Blue	.....	31
229 Medium Metallic	.....	46
229 P. C. Blue Toner	.....	51 1/2
218 White	.....	58

1008
BAI
P-5614

7962 RANCHO RED
Cannot be made with present
Inter-mixing Colors

WZZ
(1955 Spring
Color Only)

8118-G GLENBROOK GREEN METALLIC		Fill to
222 P. C. Green Toner	.....	28 1/2
229 Medium Metallic	.....	44 1/2
228 P. C. Blue Toner	.....	52
242 Gold Toner	.....	53 1/2
218 White	.....	58

1009
BAJ
P-5618

1724-L MIDNIGHT BLACK

1000
BAA
P-5611

Thanks to member Ron Grim of Lithonia, Georgia for the above information.

Hello Frank,

I hope all went well for you in Las Vegas. I was only able to stay for Monday as I mainly went for the swap meet. Wish I could have stayed to see the cars later on, but still enjoyed those that were already there.

Here is some more information on my car.

#6030306
56J-K7 475 51869
3spd w/OD
Export suspension

This car was originally Doeskin and Mocha with the paint scheme of hood and roof in upper color and fins in the lower color.

About 1968 the car was painted single tone ceramic green which has lasted very well even under New Mexico's sun. The export suspension was bought just before Studebaker went out of business. This package includes heavy duty front coils and an extra heavy duty rear leaf. Even after twenty years and extensive driving the car sits up smartly. Driving is a pleasure as it handles well and corners flat, and fills the claim of being a sports car. I have the mountings for the rear axle sway bar, but as of yet have not installed it. I need to manufacture the sway bar which I can do using the one from our 55 Speedster as a pattern.

Originally the car had the automatic transmission, but it was converted to three speed overdrive after a swap with another Golden Hawk owner. That too, was back around 1968. The conversion was complete and other than retaining the 3:07 rear end it is a complete manual set up. The column shift is still smooth and otherwise trouble free, and it is right at the finger tips when needed. The engine is also not the original.

Currently, it has a Packard 352, not the Skypower 352, although they are the same engine. This swap occurred around 100,000 miles and now with going on 120,000 it is still a new feeling engine. I have the original engine in storage along with two other Packard 352's. I have not had any valve lifter noises except for during long slow moving parades, but a few RPM's shuts that up quickly. I do not know which oil pump was placed in the engine so I can not offer any helpful advice on that controversy.

The car was equipped with power windows, power seats, power brakes, and power steering (which was swapped out with the automatic. I now have standard steering.). In addition was heater, push button radio, clock, and back up lights. The bumperettes were exchanged for fog light bumperettes. Instead of fog lights there are now 13 volt air craft landing lights which help define the road at night. (In addition to the hand switch the circuit has been wired into the dimmer switch to cut them out with the high beams. These lights are too bright for much use with all the cars on the road any more as they turn night into day.)

We have in our midst the remains of #6032297 56J-K7 2800. This car body has been used to repair our 55 Speedster (by the previous owner). We are looking for a complete K body for the Speedster, and then the 56 Golden Hawk will be built up for Bonneville. We are planning to go to Bonneville to try to recapture the speed record for the 56 Golden Hawk. Studebaker set a record of about 179.-- MPH back in 56 which stood for many years until the 427ci Z-28 Camero came along and took it away. One of my spare 352's is a full race engine: full race cam, milled heads, and oversize pistons. For our first effort we plan to run this engine with a supercharger. If more i.49'horsepower is needed it will be bored out to 374 and may receive a dual quad with dual superchargers. We'll see what happens. As I mentioned we are still trying to acquire a K body for the Speedster before we can go ahead with building up this hawk. It will be necessary to run faster than 210 MPH to be competitive for the record. if all turns out well the 56 Golden Hawk will once again have its place in the books where..,of course..,it belongs.

Thanks,
 Greg Williamson
 SR Box 302
 Tijeras, New Mexico 87059
 505-281-5788

We have 22 Studebakers of various models. We are dedicated Studebaker drivers and prefer to keep these dependable machines on the road. Anything I can do to help let me know and I'll see what can be done.

S E R V I C E B U L L E T I N M A Y 1 9 5 6 N o . 3 1 4

**SAFETY LATCH AND HOOD LOCK -
 1956 HAWK SERIES**

Please record this article on the Service Bulletin Reference page at the end of the Body section of your 1956 Passenger Car Shop Manual.

Safety latches and hood lock parts of improved design are now used in production on 1956 model Hawk series cars, (Flight Hawk, Power Hawk, Sky Hawk, and Golden Hawk.) These parts provide maximum positive engagement of the safety latch and lock parts under all types of operation.

Operation of the hood lock and safety latch is similar to Sedan and Station Wagon Models. To release the hood lock pull the lever in the left grille panel as far out as it will come. This releases both the hood lock and safety latch.

The new lock parts entered production with passenger car serials:

MODEL	SOUTH BEND PRODUCTION	LOS ANGELES PRODUCTION
56G Flight Hawk Model	G-1372345	G-938532
56R Power Hawk Model	8448295	8852293
56H Sky Hawk Model	7185283	7811490
56J Golden Hawk Model	6032692	6800250

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SP *Parts and Accessories Division*
STUDEBAKER-PACKARD CORPORATION

1955

Accessory Number	Description	Suggested Retail Price	Installed Price
SP-50014	Coilover, Fabric, Cotton	\$ 3.95	
SP-50065	Coilover, Synthetic Fiberglass, 2 1/2" H.	7.00	
SP-50062	Lubricant Seal Ring Grease, 1 lb.	3.25	
SP-50066	Lubricant Seal Car Springs, Box of 3 Pieces	.75	
SP-50047	Polish, Cream, Tin	1.00	
AC-1468	Polish and Cream, Tin	.60	
AC-1469	Polish and Cream, Galvan.	2.00	
SP-50013	Recessed Tire and Wheel Oil, 3 oz.	.75	
MAINTENANCE MATERIALS			
SP-50005	Anti Freeze, Permanent Case of 24 Quarts	.43 per qt.	
SP-50027	Anti Freeze, Permanent Case of 8 Gallons	2.75 per gal.	
SP-50065	Camshaft Weathering, 5-7/16" 1926	.35	
SP-50046	Current Cassette, 2 oz.	.35	
SP-50008	Cleaner, Cooling System, Antifreeze	1.00	
SP-50018	Fluid, Antifreeze Transpressor, Case of 24 Quarts	.50 per qt.	
SP-50019	Fluid, Automatic Transmission Case 3/4" Galvan.	2.17 per gal.	
AC-493	Fluid, Inhibitor Slush Absorbent, Galvan.	1.33	
AC-485	Fluid, Deico Thick Absorbent, Galvan.	.75	
AC-1315	Fluid, Radiator Sheet Absorbent 11 1/2" x 14 1/2" Pad	1.45	
AC-1435	Fluid, Radiator Sheet Absorbent 11 1/2" x 14 1/2" Pad	1.17	
AC-2402	Fluid, Heavy Duty Brake Oil, 218-13-84	1.00	
AC-2403	Fluid, Heavy Duty Brake Oil, 218-Quart	2.30	
AC-2404	Fluid, Heavy Duty Brake Oil, 218, Galvan.	8.00	
AC-1338	Fluid, Tank-Tec, Finalized 1 Gallon	.50	
SP-50016	Block, Radiator, Tin	.75	
AC-2738	Lubricant, Wiper Power Engine, Pint	1.00	
AC-2330	Lubricant, Wiper Power Engine, Quart	3.50	
AC-2032	Lubricant, Multiple Purpose, 3 oz.	.50	
AC-203	Lubricant, Post-Tank-Slick, Consumer Size	1.0	
SP-50029	Oil, Address, 7 M.C. Case of 24 15-oz. Cans	3.15 per can	
AC-1337	PA Liquid Insulator, 1 oz.	.40	
AC-1338	PA Liquid Insulator, 4 oz.	1.75	
SP-50017	Post-Insulator, Cooling System, Pint	.75	
SP-50018	Valiant, Windshield Washer, 1 qt.	.60	
SP-50012	Wax Lens, Primer, 15-oz.	.75	

See Trade Catalog

Accessory Number	Description	Suggested Retail Price	Installed Price
AC-2738	WAGON TOPPERS—1956 MODELS Front 2 & 4 Door Sedans and Station Wagons Black	\$ 9.35	
AC-2546	Front 2 & 4 Door Sedan and Station Wagons, Maroon	9.95	
AC-2547	Front 2 & 4 Door Sedan and Station Wagons, Blue	9.95	
AC-2548	Front 2 & 4 Door Sedan and Station Wagons, Green	9.35	
AC-2549	Front 2 & 4 Door Sedan and Station Wagons, Tan	9.95	
AC-2550	Front 2 & 4 Door Sedans, Black	9.35	
AC-2544	Front 2 & 4 Door Sedan, Maroon	9.35	
AC-2545	Front 2 & 4 Door Sedan, Blue	9.35	
AC-2548	Front 2 & 4 Door Sedan, Green	9.35	
AC-2549	Front 2 & 4 Door Sedan, Tan	9.35	
AC-2550	Front 2 & 4 Door Sedans, Black	9.95	
AC-2551	11000-140000 Wagon, Blue	9.95	
AC-2552	Front 2 & 4 Door Sedan, Maroon	9.95	
AC-2553	Front 2 & 4 Door Sedan, Blue	9.95	
AC-2554	Front 2 & 4 Door Sedan, Green	9.35	
AC-2555	Front 2 & 4 Door Sedan, Tan	9.95	
SP-50044	Kit, Wagon	11.50	
OIL FILTERS			
AC-2562	Front 2 & 4 Door 1956-1958, 1959, Consumer		
AC-2563	Front 2 & 4 Door 1956-1958, 1959, Consumer		
SPECIAL CAR TREATMENTS			
Lubricant Seal Beadly Treatment			
Wax Glass Lightening Cream			
Influencing			
APPEARANCE MATERIALS			
AC-1164	Cleaner, Chrome and Wagon, 16-oz. Tin, 3 oz.	1.00	
SP-50011	Cleaner, Fabric, Pint	.85	

See Trade Catalog

Accessory Number	Description	Suggested Uninstalled List Price	Installed Retail Price
AC-2143	Straddle Axis Buffering Tuning Radio—1966 Sedan and Station Wagon*		
AC-2146	Straddle Rear Tuning Radio—1966 Sedan and Station Wagon*		
AC-2147	Straddle Park Brake Tuning Radio—1966 Sports Models*		
AC-2148	Straddle Rear Tuning Radio—1966 Sports Models*		
AC-2149	Radio Amplifier Kit for Right Hand Control—1966 Only		
AC-2150	Internally Controlled Rear Mount Rear Amplifier—1966-68	\$ 65.75	
AC-2151	Externally Controlled Front Mount Amplifier—All 1966-68 Models	\$ 75	
AC-2171	Dual Manually Controlled Rear Mount Amplifier Pair—All 1966 Sedans	11.95	
AC-2175	Dual Manually Controlled Rear Mount Amplifier Pair—All 1966 Sports Models	11.95	
AC-2177	Rear Seat Radio Speaker—All 1966 Models	11.95	
AC-2180	Rear Seat Radio Speaker—All 1966-68-69 Models	11.95	
	OPTIMIZATION		
AC-2199	Chrome Stainless Spoke Type Wheel Discs—All 1966-68-69 Models (4 required; Set of 4)		
AC-2218	Chrome Wheel Discs—All 1966 Models (4 required; Set of 4)		
SP-20516	De luxe License Plate Frame—All Cars	4.95	
AC-2265	Engel's License Plate Frame—Plastic Window—All Cars	5.95	
AC-2272	Dual Exhaust Trims—1966 Sedan Models Pair	7.95	
AC-2274	Chrome Exhaust Extensions—1966 Sports and Station Wagon Models Each	1.45	
AC-2296	Chromed Valve Covers, Cokes Head Gills Pair	13.95	
	PROTECTION		
AC-2244	Rear Bumper Guards—1966 Sedan Models, Jet*		
AC-2263	Gas Foot Guards—1966-68-69 Sedan and Station Wagon Models	1.75	
AC-2268	Gas Foot Guards—1966-68-69 Sports Models	1.75	
AC-2269	Gas Foot Guards—All 1966-68-69 Models, Pair	2.75	
AC-2283	Auxiliary Floor Mats, Left Front (L.F.C.)—1966-68-69 Sedan and Station Wagon Models, Pair	3.50	
AC-2285	Auxiliary Floor Mats, Right Front (R.F.C.)—1966-68-69 Sedan and Station Wagon Models, Pair	3.50	
AC-2287	Auxiliary Floor Mats, Left Front (L.F.C.)—1966-68-69 Sports Models	3.50	
AC-2288	Auxiliary Floor Mats, Right Front (R.F.C.)—1966-68-69 Sports Models	3.50	
SP-20023	Carb Airer—All Cars, Pair	2.90	
AC-2298	Front Fender Spoilers—All 1966-68-69 Models, Pair	3.00	
AC-2299	Acousticon Rear Fender—All 1966-68-69 Models	3.70	
AC-2311	Locking Gas Cap—All 1966-68-69 Models	2.15	

*See Trade Letter

Accessory Number	Description	Suggested Uninstalled List Price	Installed Retail Price
AC-2278	Special-Vue Outside Rear View Mirror—All 1966-68-69 Models, 8 in. 1	\$ 4.35	
AC-2340	Special-Vue Outside Rear View Mirror—All 1966-68-69 Models, 7 in. 1	4.90	
SP-20000	Front Seat Belt Kit, Grey—All 1966-68-69 Sports Models*	24.95	
SP-20001	Front Seat Belt Kit, Green—All 1966-68-69 Sports Models	24.95	
SP-20002	Front Seat Belt Kit, Red—All 1966-68-69 Sports Models	24.95	
SP-20003	Front Seat Belt Kit, Blue—All 1966-68-69 Sports Models	24.95	
SP-20004	Front Seat Belt Kit, Brown—All 1966-68-69 Sports Models	24.95	
SP-20005	Front Seat Belt Kit, Black—All 1966-68-69 Sports Models	24.95	
SP-20006	Rear Seat Belt Kit, Green—All 1966-68-69 Sports Models	24.95	
SP-20007	Rear Seat Belt Kit, Red—All 1966-68-69 Sports Models	24.95	
SP-20008	Rear Seat Belt Kit, Blue—All 1966-68-69 Sports Models	24.95	
SP-20009	Rear Seat Belt Kit, Brown—All 1966-68-69 Sports Models	24.95	
SP-20010	Rear Seat Belt Kit, Black—All 1966-68-69 Sports Models	24.95	
AC-2294	Safety Washband Wiper—All 1966 Models	8.95	
AC-2284	Interior Glow Panel Tub Mirror—All 1966-68-69 Models	1.95	
AC-2210	Power Brakes Kit—All 1966-68-69 Models (L.H.C.)*		
AC-2272	Dual Exhaust System—1966 (L.H.C.) Sedan, Discs Included	31.50	
AC-2273	Dual Exhaust System—1966 (L.H.C.) Sedan, Power Flaps	33.50	
SP-20008	Power Flaps Safety Restraint	8.95	
156010	High Power 4-Barrel Carburetor Kit—All 1966 (L.H.C.) V-8 Sedan and Station Wagon Models not so equipped*		
156011	High Power 4-Barrel Carburetor Kit—1966 (L.H.C.) V-8 Sports Models not so equipped*		
	HEAT AND AIR CONDITIONING		
AC-2253	Complete Converter—1966 Sedan and Station Wagon Models*		
AC-2265	Complete Converter—1966 Sports Models*		
AC-2258	Air Conditioning System—1966 V-8 Sedan Models Only*		
	EXTERIOR LIGHTS		
AC-2243	Internally Controlled Spotlight, Left Side—1966 Sedan and Station Wagon Models	15.50	
AC-2264	Internally Controlled Spotlight, Right Side—1966 Sedan and Station Wagon Models	15.50	
AC-2245	Externally Controlled Spotlight, Left Side—1966 Sports Models	15.50	
AC-2246	Externally Controlled Spotlight, Right Side—1966 Sports Models	15.50	

*See Trade Letter

Accessory Number	Description	Suggested Uninstalled List Price	Installed Retail Price
AC-2261	Automatic Back-up Light Kit—1966 Sedan Models, Pair	\$ 4.95	
AC-2262	Automatic Back-up Light Kit—1966 Sports Models, Pair	10.95	
	When Back-up Light Kit AC-2261 and AC-2262 are installed, the Back-up Light Switch is not required for Automatic Transmission cars. For cars with Standard or Over-drive Transmission refer switch as linked below		
AC-2234	Back-up Light Switch, Kit carries Automatic Transmitter and without Power Steering	1.90	
AC-2144	Back-up Light Switch, Kit carries Automatic Transmitter Kit equipped with Power Steering	2.15	
156062	Special Address Wire to Connect to the Headlamps of Back-up Lights on Right Hand Control Station Wagon and Sedan	.85	
AC-2267	Automatic Trunk and Utility Light—All 1966 Models	6.75	
AC-2255	Automatic Drive Compartment Light—1966 Sedan and Station Wagon	2.25	
AC-2252	Automatic Glove Compartment Light—1966 Sports Models	2.25	
AC-2276	Automatic Parking Brake Warning Light—All 1966 Models	3.80	
	COMFORT AND CONVENIENCE		
AC-2251	Automatic Luggage Check—1966 Sedan and Station Wagon*		
AC-2275	Automatic Trunk Check—1966 Sports Models*		
AC-2256	Automatic Cigarette Lighter—All 1966 Models	3.15	
AC-2257	Auto Compax—All 1966 and Prior Models	6.95	
SP-20005	Trunk Light Visor—All 1966 and Prior Models	5.50	
AC-2644	Automatic Roll-Over—1966-68-69 (L.H.C.) Overhead equipped with Automatic Inverter*		
AC-2273	Automatic Roll-Over—1966-68-69 (R.H.C.) Overhead not equipped with Automatic Inverter*		
AC-2275	Automatic No. 2 Strap—All 1966 Automatic Drive Models	14.75	
AC-2242	Luggage Carrier—1966 Station Wagon Only*		
AC-1853	Wide View Mirror—All Cars	3.75	
AC-2264	Kleenee Dispenser—All 1966-68-69 Models	3.75	
156008	Kleenee Dispenser Adapter Kit—1966 Sports Models	.45	
	AUTO LUGGAGE IN RANGER VAN NAUGHTYDE		
AC-2310	Men's 18" Tow Sailer	49.50	
AC-2411	Men's 18" Complete Cape	47.50	
AC-2412	Ladies 21" Overnight Cape	45.00	
AC-2413	Ladies 21" Windbreak Cape	49.50	
AC-2414	Ladies 21" Pullman Cape	45.00	
AC-1435	Ladies 12" Casuals Cape	45.00	

*Note: Luggage Gilling Prices are subject to 10% Federal Producer's Charge Tax

**See Trade Letter and Parts Price List Book

NOTES/UPDATES/MISCELLANEOUS

Member Jim McKee called to inform me that the condenser (Echlin # 125 listed on the parts interchange page in issue #001 was incorrect. After some checking, we determined that it was just old age on my part and that the correct member for the condenser is **Echlin 868**, please update your list.

Member Ralph Bashor called to inform me that he called Bill's Upholstery in Bismark ND for interior door panel silver mylar as listed in issue #002. The man (Bill?) Told Ralph that he no longer had this material.

New member Bill Glass told me that he has some sort of information which lists the number of registered 1956 Golden Hawks at 233. I guess we are missing a few in our club.

ERRORS? YOU'VE GO TO BE KIDDING!

My desire to distribute information is exceeded by commitment to accuracy. If you find an error in these issues, **tell me that I'm wrong**. You won't hurt my feelings. As I've said, I'm not the expert, WE ARE.

If you disagree with some piece of information that someone sent in, let me know. I will list both opinions and ask for members comments. LET'S DO IT RIGHT!

FRIENDS OF THE CLUB

In the hope that I could tap some new sources of information, I have sent courtesy copies of the Hawkeye to long time Studebaker Drivers Club members, George Krem, Richard Quinn, Fred Fox, and Bob Palma.

They have all been very kind and have sent some interesting pieces which I will incorporate in future issues.

GLUTTON FOR PUNISHMENT

I have been toying with the idea of going to South Bend and studying all the 1956 GH records maintained by Newman & Altman. I have corresponded with Barnard Langerhorst who told me what to expect (Bernie researched the 1961 Hawks, see June 1989 Turning Wheels.) Here are Bernie's remarks:

Dear Frank:

I received permission from the Newman & Altman staff (they own the production records - you can purchase yours for \$15.00) to go thru the 61 V-8 production orders (27,000+ of them). In order to get permission, I first wrote to SDC (former) President, George Krem who wrote Newman & Altman on my behalf and recommended me.

They are carbon copies of the original. All options are coded by #. No copying is allowed.

They will let you collect, count, etc., but they sell copies for \$15.00 each so they don't want you making copies. You may write down pertinent information like engine # or accessories etc., - no problem - color interior code - key #s - it's all on there!

I can do 4000 in 7 hours. When you're done your hands will be black (carbon copies.)

The provided me with a desk & chair in their warehouse and were very nice - bathroom is available and a restaurant less than a block away.

One of my problems was "getting distracted". I started our researching Hawks - got going on show Hawks - the "Police Cars" - then taxis to South America.... Seems like I couldn't keep on task, "like a kid in a candy shop."

I bought donuts for everyone, thanked them, and spent some \$\$\$ on parts. They insist on acknowledgement in any printed articles that result. Fair enough!

I hope this helps some - Bernie.

George Krem indicated that, if and when I decide to tackle the project, he would try to set it up for me. Wouldn't it be great to have our own library of 1956 Golden Hawk information?

I don't know how many people N&A would allow but, if anyone else might be interested in lending a hand, you might just push me over the edge and get me to do it.

HERE WE GROW AGAIN (NEW MEMBERS)

#48 Robert Hall 4101 South Highway #53
Crestwood, Kentucky 40014 502-222-9653

#49 Lowell Nickerson 620 1st Ave N.E.
Largo, FL 34640 813-587-0826

#50 Bill Glass 18 Lorenz Drive
Valhalla, N.Y. 914-946-2280

#51 Lanny Berg P.O Box 280
Caldwell, Idaho ???-459-4621

#52 Ron Meyer Route 4 Box 51
Benton Arkansas 72015 (no phone listed)
(NOTE: Ron had a great article and cartoon in the December, 1973 Turning Wheels.)

#53 Robert W. Washington 6 Manor Court
Balston Lake, New York 12019 (no phone given)

Please update your roster.



And the winner is Bob Dietzler who took Best of Show C-K Class with his beautifully restored '56 Golden Hawk. He sure had to work hard for it though. Bob got caught in a thunderstorm on the way to Vegas and had to completely clean his car all over again. When it's over 100 degrees in the parking structure that's no easy task! Congratulations Bob! You earned it.



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*1956 STUDEBAKER GOLDEN HAWK
INFORMATION EXCHANGE CLUB
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