

56J ONLY



(formerly the Hawkeye)

THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS CLUB

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

NUMBER 009

ESTABLISHED JANUARY 1, 1989

DECEMBER 1990

HEADLINES ON HEADLINERS (AND SILVER MYLAR TOO)

Issue #007 contained a letter from Ernie Loga who was responding to my query on headliners.

Member Donna Mulholland of Becket MA spoke with Ernie at the Studebaker Drivers Club International meet last July and has offered to work on this item.

Donna has also located two vendors who have a supply of the silver mylar material. Although the patterns on both vendor's samples are different from what was used on the interior of the 1956 GH, they both would make reasonable substitutes for the non purist.

Here is Donna's letter:

I have sent for the production order and will pass it along as soon as it arrives.

I had a nice chat with Ernie Loga, last week, and discussed what might be done about an exact pattern for the headliner. I have a virtually intact headliner in my car but it is sagging and needs some minor repair as well as paint. When I removed it from the car, I will trace the pieces for Ernie's benefit. He has a parts car nearby which he will use as a guinea pig with the first try. I don't see myself removing this headliner for a few months so I have some time to hopefully receive some expert advice from my fellow "Hawkeyes." If you have had info from anyone on these delicate pieces, please have them contact me directly.

I have included some fabric samples with this letter. They are the result of some letter writing I have done to upholstery advertisers in Hemmings Motor News. I have also included a small piece of my original silver mylar fabric for comparison. The suppliers names and addresses as well as the price per yard may be helpful to other club members. I am waiting for info from some other fabric suppliers and will send these along when and if they arrive. The match is not perfect but quite respectable.

Lastly, please find a small check enclosed to help defray your costs. I hope some of the enclosed will be of help to the club.

*The two samples are from SMS AUTO FABRICS
7700 SOUTHEAST 30TH AVE PORTLAND,
OREGON 97202 503-775-8453. 54" WIDE, \$35.00 PER
YARD.*

*ORIGINAL AUTO INTERIORS 7869 TRUMBLE
RD. ST. CLAIR, MICHIGAN 48079, 313-727-2486 54"
WIDE \$40.00/YARD.*

*DONNA MULHOLLAND BECKET, MASS
(Note: of the two, the 2nd (and naturally, more expensive)
sample looks best to me. I could not reproduce them, it
would seem best to contact both suppliers directly an obtain
a sample.)*

MORE ON THE TWIN ULTRAMATIC

As promised, last issue, I have include the remainder of the Studebaker Service Bulletins addressing problems with the Twin Ultramatic transmission. The Twin Ultramatic received a lot of Service Bulletin space from Studebaker Packard Corporation in the middle 1950s.

From your letters and the copies of the original production order, I see that so my 1956 Golden Hawks, which originally were fitted with an automatic transmission, have been converted to the 3 speed/overdrive setup.

I prefer to keep my cars as original as possible, but if it came down to a choice between letting the car sit or putting in a different transmission, I would opt for door #2. Here in central Florida, the going rate to rebuild a Twin Ultramatic and torque converter runs about \$1600.00 - \$1800.00.

SO LONG HAWKEYE

Due to some confusion with other SDC chapter newsletters called Hawkeye or something similar, I have renamed our newsletter to 56J ONLY. I know it isn't as cool sounding, but it does more accurately reflect what we are about. Studebaker built a lot of Hawks but only one 56J.

ULTRAMATIC TRANSMISSION CHANGE

No. 315 June 1956

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

To prevent the bolt head from digging into the pressure plate, causing steel shavings to fall into the converter and transmission, Part No. 338405 Flat Washers are now installed under the heads of the direct clutch pressure plate bolts. When repairs are performed on the direct clutch pressure plate, it is advisable to install one of these flat washers under each bolt head.

CHANGES IN FRONT PUMP AND RELATED PARTS- ULTRAMATIC TRANSMISSION

No. 316 July 1956

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

These changes consist of: (1) a new converter pumpshaft which has the outside diameter of the splines controlled to provide an improved spline fit and, (2) a new front pump rotor which has 40 splines instead of 20.

The following are the numbers of the parts involved:

Early Type	Latest Type	
6480303	6480368	Front Pump Assembly
6479085	6489485	Torque Converter Assembly
450257	6489467	Converter Pump Shaft Assy.

The early type Pump Shaft Part No. 450257 as well as the latest type Part No. 6489467 had 40 splines. However, only one-half of the splines were used because the rotor had only 20 splines. Now with the greater number of splines on the rotor and having a controlled fit on the shaft, the rotor and pump shaft spline life will be improved. These parts entered production effective with Transmission Serial No. S-2461.

The kits with the latest parts have been released for service only. These are:

6484523	Rotor Assembly and Pump Shaft Kit
6484524	Pump Assembly and Pump Shaft Kit

Whenever it is necessary to replace the early type front pump or a converter pump shaft, use the latest kits. These kits will service either Front Pump Assembly Part No. 6480303 or Part No. 6480368.

Torque Converter Part No. 6479085 should be used when replacing only a converter in a car with a transmission prior to Serial No. S-2461.

The following parts will be carried in Parts Depots service stock:

6479085 & 6489485	Torque Converter Assemblies
6489467	Converter Pump Shaft Assemblies
6484523	Rotor Assembly and Converter Pump Shaft Assy.
6484524	Pump Assembly and Converter Pump Shaft Assembly

The Front Pump Assembly Part No. 6480303 has been cancelled and superseded by Part No. 6480368.

The Converter Pump Shaft Assembly Part No. 450257 has been cancelled and superseded by Part No. 6489467.

OIL LOSS - 56J ULTRAMATIC TRANSMISSION

No. 317 Jan 1957

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

A condition of oil loss through the breather in the 56J Ultramatic transmission may be encountered when accelerating to high speeds in Low Range Converter, or after downshifting from Direct Drive to Low Range Converter at high speeds.

First, check the oil level in the transmission to be certain that the level is not too high. If the oil level is correct, it will be necessary to relocate the breather.

1. Remove the transmission rear extension housing assembly and remove the shaft assembly from the housing.
2. Locate a point on top of the extension housing 1 1/2" left of the upper right bolt hole in the housing and 3/16" rearward from the machined face of the housing. (See Fig. 4)
3. At this point, drill a 21/64" hole down through the upper part of the housing. Be careful not to drill into or damage the pressed-in aluminum spider. Tap out the hole with a 1/8" pipe tap. Then, clean the housing thoroughly.

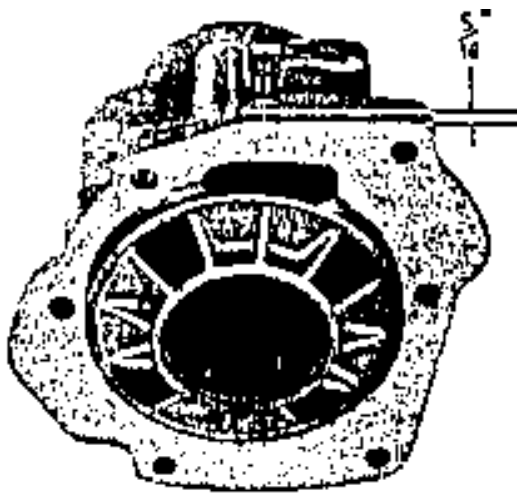


Fig. 4

4. Remove the vertical portion of the present breather and install it in the capped hole in the rear of the extension housing.
5. Remove the elbow of the hosing from the transmission case and install a 1/8" pipe plug.
6. Assemble and reinstall the rear extension housing assembly.

ULTRAMATIC CONVERTER PUMP SHAFT AND OIL PUMP ROTOR -

54th Series Packard Gear Start, 55th-56 Series Packard and Clipper and 1956 Golden Hawk models.

No. 331 Nov 1957

Please record this article in the Service Bulletin Reference page at the end of the Ultramatic transmission section of your 1958 Studebaker Passenger Car Shop Manual and in the 1951-54 and 1955-56 Packard Service Manuals.

This article supersedes the information given in the Packard Service Counselor Vol. 30 No. 5 of May, 1956.

When the converter shaft assembly of the gear-start type Ultramatic transmission is replaced because of worn or stripped splines, it is advisable to check the front oil pump rotor. If the rotor is one having 20 teeth in the driving section, replace it with one having 40 teeth, Part No. 6489387. Whenever it is necessary to replace both the shaft and rotor, it is advisable to order either Part No. 6484523, Rotor and Shaft Kit, or Part No. 6484524, Pump Assembly and Shaft Kit. This will insure lon-

ger service life of the converter shaft by providing a better fit of the mating rotor splines.

The front oil pump rotor ('A' in FIG. 3) having 20 internal splines is used in the 54th

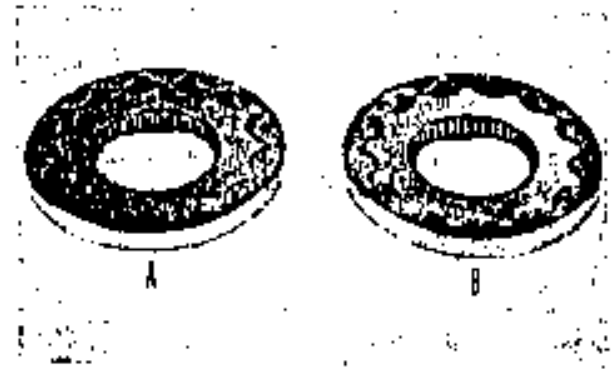


Fig. 3

A. 20 Spline Rotor

B. 40 Spline Rotor

Series Gear-Start, 55th and early 56th Series, 'B' shown in Fig. 3 to the 40 tooth splined rotor, Part No. 6489387.

On the 54th Series Gear-Start, all 55th and early 56th Series Packard and Clipper models, the oil pressure for the direct drive clutch came out of a passage on the front side of the pump. See A, FIG. 4. The oil pressure was

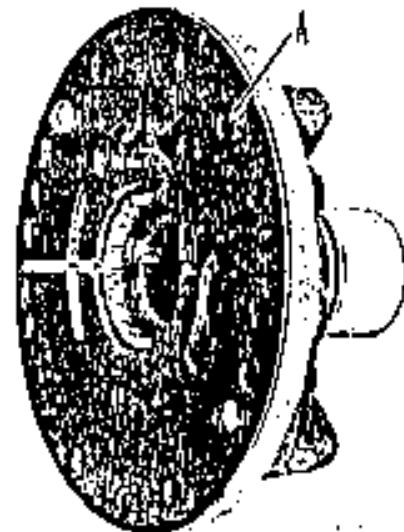


Fig. 4

A. Direct Drive Clutch Oil Pressure Passage

directed through a passage in the Bell housing then past the open splines in the rotor to the input shaft.

On the 56th Series Packard Transmission after transmission serial number 5-40489, and all Studebaker 581 Golden Hawks, the front oil pumps have the direct drive clutch oil passage in the rear side of the pump. See at A in Fig. 5. The outlet for this passage is in between the two bushings inside the pump hub. Note that there is no oil passage in the front plate. However, this type pump originally had the 36 tooth splined rotor. (40 tooth shown in the illustration)

When the present stock of part 450237 Converter Shaft is exhausted, it will be substituted by Part No. 6489487, Converter Shaft.

Front pump assemblies with 40 splined rotors have been released for service replacement as well as 40 splined rotor assemblies. The service replacement assemblies are listed as follows:

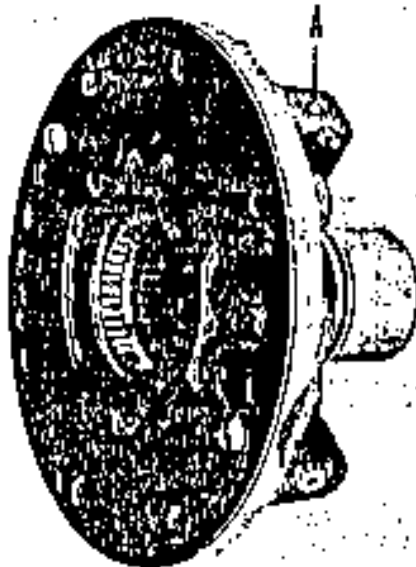


Fig. 5

A. Direct Drive Clutch Oil Passage Passage

54TH GEAR-START TRANSMISSION

Part No. 6489487 Converter Shaft Assembly
Part No. 6489368 Front Pump Assembly
Part No. 6489367 Front Pump Rotor Assembly

The pump assembly listed above has the oil passage in the front side of body and the rotor

has 40 splines. Therefore, it will be necessary to drill six 1/8" holes evenly spaced through the annular groove just back of the splines in the converter shaft to provide an oil passage to the direct drive clutch. "See arrow Fig. 6." This also applies when replacing the rotor assembly. When necessary to drill holes in the groove of the converter shaft, remove burrs from the edges of the 1/8" holes and internal bushing after drilling.

ALL 55TH SERIES AND EARLY 56TH SERIES (PRIOR TO 56TH SERIES TRANSMISSION SERIAL NUMBER 5-40489.)

Part No. 6489487 Converter Shaft Assembly
Part No. 6484527 Front Oil Pump Assembly
Part No. 6489367 Front Oil Pump Rotor Assembly

The information described for the "54th Series Gear-Start Transmission" also applies to the 55th Series and 56th Series Transmissions prior to the above listed number.



FIG. 6

58TH SERIES (STARTING WITH TRANSMISSION SERIAL NUMBERS A-1001, B-1001, C-1001)

The 1/8" holes are not required in the converter shaft annular groove because the direct clutch oil passage is in the rear side of the pump body.

Part No. 6489487 Converter Shaft Assembly
Part No. 6489368 Front Oil Pump Assembly
Part No. 6489367 Front Oil Pump Rotor Assembly

58th Series production transmissions starting with serial numbers A-9881, B-9882, C-1143 D-1642 have front oil pumps with the direct clutch passage in the rear and have 40 tooth splines on the internal driving section. ("D" Figure 3).

TORQUE CONVERTER - 1956 PACKARD AND CLIPPER, 1956 STUDEBAKER GOLDEN HAWK MODELS

Please record this article on the Service Bulletin Reference page at the end of the Ultramatic Transmission section of your 1956 Studebaker Passenger Car Shop Manual and in the Ultramatic section of your 1955-56 Packard Service Manual.

No. 331 Nov 1957

To control the end play of the converter unit within the proper limits for a longer period thereby insuring longer service, it is recommended that the Wave Washer, Part No. 6479191, be omitted when the converters of the 1956 Packard, Clipper and Studebaker Golden Hawk are serviced. It is suggested that the converters be reassembled as follows:

1. Omit Wave Washer, Part No. 6479191.
2. Part No. 6480810, Reactor Spacer (.679" wide) be replaced by Part No. 450209, Reactor Spacer (.700" wide).
3. Check end play in the same way as previously performed, making no allowance for the Wave Washer as thickness is included in the width of the Spacer, Part No. 450209. The end play limits remain at .010" to .017".

When a Converter Assembly, Part No. 6489485, is supplied without the Wave Washer and assembled accordingly, it will be identified with a drop of red paint near the drain plug. It is suggested that replacement units not bearing the red identification mark be modified as described above before being put into service.

Converter Assembly, Part No. 6489485, supersedes Converter Assemblies, Part Nos. 6479083 and 6479088.

OIL LOSS AT BREATHER - ULTRAMATIC

No. 330 Jul 1958

Please record this article in your 1955-56 Packard Service Manual and in the 1956 Studebaker Passenger Car Shop Manual.

The first and most important item - transmission must not be filled above the correct level.

INCORRECT SPEEDOMETER DRIVE GEAR INSTALLATION - Models with Breather on Transmission Case at Rear.

In cases where the breather is located on

top of the transmission housing, and oil is thrown out at speeds above approximately 30 mph, the speedometer drive gear may be installed incorrectly with the radial grooves in the gear toward the front. This will cause a spray of oil to be directed to the breather. When this condition is found, the gear should be removed and installed with the grooves toward the rear. The purpose of the grooves is to direct a spray of oil on the parking gear bumpings in the rear housing.

CONVERTER REACTOR CLUTCH - All Types of Ultramatic Transmission

A reactor clutch in the converter that fails to release will cause over-heating of the transmission fluid and excessive foaming. This may cause fluid to be expelled through the breather. Make sure all parts affected are replaced when reconditioning a reactor clutch for this type of problem.

1956 SERIES ULTRAMATIC - Packard and Studebaker 500 models

When a condition of oil loss through the breather is encountered when accelerating to high speeds in Low Range or after down-shifting from Direct Drive to Low Range Converter at high speeds, if fluid in transmission is to correct level, the breather may be relocated to the top of the rear transmission housing as covered in Service Bulletin No. 318 dated January 1957.

TORQUE CONVERTERS - 1956 PACKARD AND 1956 STUDEBAKER GOLDEN HAWK MODELS

No. 332 Jul 1958

Please record this article in the 1955-56 Packard Service Manual and on the Service Bulletin Reference page at the end of the Transmission - Ultramatic section of your 1956 Studebaker Passenger Car Shop Manual.

On page 6 of Service Bulletin No. 331 dated November 1957, we covered the elimination of the wave washer to insure better end play control. In line with this change, Repair Kit, Part No. 6480810, Wave Washer, Part No. 6479191 and Spacer, Part No. 6480810 were cancelled. A note to this effect should be made in your parts book.

When parts are required to modify a converter for better end play control, order by individual part numbers and use only Converter Reactor Thrust Spacer, Part No. 450209 and, if required, Converter Reactor Washer, Part No. 470219.

All 1955 Packard model converters were

originally assembled without the wave washer and must be serviced in the same manner. Spacer, Part No. 430208 is the original 1955 part and when used without the wave washer No. 5479191 now applies to both the 1955 and 1956 Packard converters as well as 367 Studebaker Golden Hawk models.

FLUID TEMPERATURE AFFECTS ULTRAMATIC UPSHIFT

Please record this article in the 1955-56 Packard Service Manual and on the Service Bulletin Reference page at the end of Transmission - Ultramatic section of your 1956 Studebaker Passenger Car Shop Manual.

No. 339 July 1958

Fluid temperature affects the upshift pattern, especially after the transmission has had considerable mileage or service operation.

With the early type transmission the shift is from high converter with direct drive clutch engagement following and, with the gear start the shift is from low to high converter and then to direct drive.

The pattern of upshift may act as follows: Starting in 'D' or drive position, when the oil is cold the cycle is normal. But, when the transmission fluid reaches normal operating temperature, the transmission refuses to shift into direct drive or will not stay in direct drive following the clutch engagement.

This difference in shift pattern between hot and cold fluid is an indication of oil pressure loss. The loss of pressure is usually caused by bushings and shaft wear, creating excessive clearances over the allowable tolerances. There may also be faulty governor operation or low rear pump pressures.

In this type of condition, pressure readings of the direct drive clutch pressure will readily show the abnormal difference between the pressures with hot and cold fluid and why the unit completes its upshifts with cold fluid or when the transmission is cold. The fluid, when hot, may show a drop in pressure of 30 to 36 lbs. below required tolerance figures at direct drive engagement speed and as a result the direct drive clutch will not engage.

It is advisable when taking direct drive pressure readings to also take the governor pressure readings to be sure they are within the limits and that the rear pump pressure is operating normally.

Consult the service manual and Service Bulletin for the pressure readings as they apply to the type of Ultramatic being checked.

WANT ADS

ADS WILL RUN FOR 1 ISSUE ONLY AND SHOULD BE
1956 GM RELATED. DROP ME A CARD WITH ANY
CHANGES IF YOU WISH TO RE-BUY THE AD

For Sale - T-Shirts by MRS G's TEES featuring
a 1956 Studebaker Golden Hawk on the front
Info Bill Glass 18 Lorenz Dr Yeltham, N.Y.
10595 914-946-2280

For Sale - Reproduction oil filter decals John
Bricchetto of Autosport gave me a quantity
discount, (cost to members only) \$3.00 +
small size BASE. Frank Ambrogio 1025
Nadding Pines Way Cosselberry, Fl. 32707

Cassette tape of 50's & 60's music by The
Studebakers \$8.95 + \$1.00 shipping
Larry Michael Rd # 2 Box 11
Hughesville, Pa. 17737

Wanted - plastic headliner bows; chrome check
mark (or Y) which go on the front of the
fiberglass fms Robert M. Fitch
1556 Monte Viento Drive Malibu, Ca. 90265
213-456-7529.

Wanted - steering column (for power steering)
steering wheel, gasoline tank, two rear brake
drums Felipe Santana P.O. Box 3454
Mayaguez, Puerto Rico 00709
809-851-5173

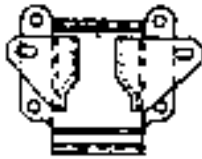
56 GM ITEMS FOR SALE

- Item 1. Stainless-Steel Molding-Rear Quarter
* Fin-to-Fender Interface \$35.00 Each.
- Item 2. Stainless-Steel Molding-Rear Quarter
Panel Front of Check Mark. \$20.00 Each.
- Item 3. Stainless Steel Molding-Door (R&L)
\$35.00 Each.
- Item 4. Fender Lights (Need Rechroming)
\$25.00 Each
- Item 5. Rear Deck Lid (Trunk Lid) Rust *
Bottom Edge \$75.00
- Item 6. Chrome Grill (Hood) \$65.00
- Item 7. Complete Hood (Condition Needs Repair
1c Bump-Out * Hinge Area) \$125.00
- Item 8. Fiberglass Fins (R&L) \$75.00 Each
- Item 9. Aluminum Moldings (Bottom of Fenders
and Door) \$100.00 Per Set
- Item 10. Complete Set Stainless Steel Wire
Wheel Covers AC-2425 \$500.00 per set
- Item 11. Front Bumper suitable for
Rechroming \$70.00.

The items above do not include shipping cost.
Claude O. Sevan 10720 S. E. 290th St. Auburn,
Washington 98002 206-735-3127. Call if
you have questions as to condition of parts. The
parts listed above were extra parts after
obtaining parts for my 56J restoration project

MOTOR MOUNT NEWS

This is one of the few times someone is doing something for the S6J ONLY. The following is from the 1990 STEELE RUBBER PRODUCTS catalog.



1956 Insulator assembly, engine support, front. Revulcanizing service only for #1539084. Send in both pieces from both sides. Allow 3 weeks for service. For Golden Hawks only (56J).

SB-0029

\$81.00/pr.

(1) Shipping is at your risk.

(2) We will accept no liability for the cost of replacing original metal cores for revulcanizing which are lost in shipping coming to us. Unless prior arrangements are made for extra insurance (under terms acceptable to the carrier), we insure strictly for our services only on the return shipment. In the event of lost return shipment, you will be reimbursed for revulcanizing charges on PRE-PAID orders only.

(3) If you cannot accept the above terms please do not send us items to revulcanize.

Steele Rubber Products 1601 Hwy 150 East
Denver, NC 28037 INFO 704-483-9343

NOTES ON RADIATOR HOSES

I wrote to the Gates Rubber Company in Denver, Colorado requesting help with a cross reference to the 1956 Golden Hawk Radiator hoses (1539087, 1539084)

I received the following:

Dear Mr. Ambrogio:

We received your letter regarding the 1956 Golden Hawk and its radiator hose applications. The upper hose crosses to Gates No. 20313, and there is no cross-over for the lower hose. No. 20313 has been absoteted from our line; however, there may be some stock available through various warehouses across the country - a hit/miss situation.

If you have the upper and lower hoses and would like us to see if we have any hoses that would work, send them in to our Curved Hose Product Application Engineer - Tom Trojan. Tom will review them and check on a replacement that may work, and then return the originals

Good luck with your search, and we'll try to help you further if needed.

*Sincerely, Bruce Schnelle
Automotive Product Marketing*

I immediately mailed an original upper and lower hose to Tom Trojan. Here is Tom's reply.

Dear Mr. Ambrogio,

Enclosed are your Studebaker hoses along with Gates aftermarket hoses 20637 and 21631. The Gates hoses have been compared to your samples and are as similar in configuration as possible. Hose 20637 will probably have to be cut slightly to fit. (NOTE: This is the lower hose and is nearly identical in shape to the original Studebaker hose I installed this one on my car, although it was a very tight fit on the water manifold.) The other hose, 21631, will have to be cut an or close to the indicated areas and one end is 1 1/2" I.D. compared to the 1 9/16" I.D. on the straight arm of the sample. I do not anticipate a problem with the I.D. difference. (NOTE: This is the upper hose. I have not tried this one yet. See Figure 1 below for additional information.)

I hope this will help you and if you have any questions please contact me

*Sincerely, Tom Trojan
Automotive Product Application*

All this took about two weeks and the service was fantastic.

These two gentlemen left me with a good impression of the GATES RUBBER COMPANY

If anyone tries this hose, let me know the results

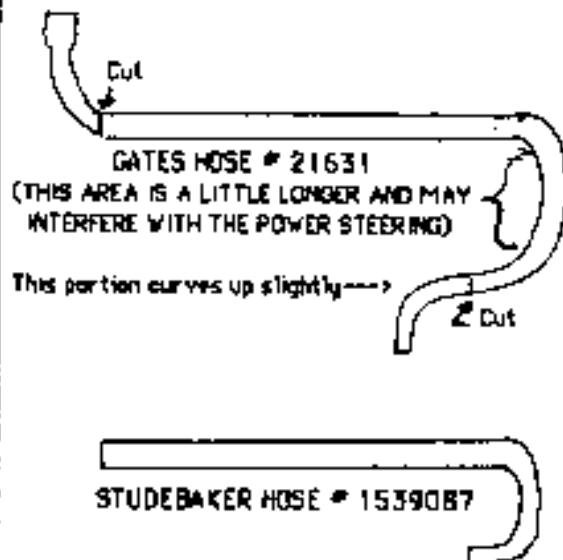


FIGURE 1.

ambrogio@ms

NEW PRODUCTION PLASTIC GRILL/TRUNK EMBLEM (PART # 1314309)

While at the National SDC meet in Marlboro, I had a chance to speak to Dan Webber. Dan is the person who had the plastic grill and trunk emblems reproduced back around 1985/86. These emblems were offered by the various Studebaker parts vendors for \$25.00.

For the past several years, Dan has been unable to have more emblems reproduced and the vendors supply eventually ran out.

Dan stated that he has had a new batch of emblems reproduced and was in the process of filling the larger vendor orders. They should probably be available from the vendors by now.

I asked Dan if he would be willing to give me a quantity discount if I were to place a large order. He said that on purchases of 25 or more emblems, he would sell them for about \$15.00 each. He then added that he was so far behind in filling orders for Newman & Aitman, Peckard Farms, and some other large suppliers, that he really didn't want to try to fill another large order at that time. Each piece had to be hand painted and the process, as you can imagine, was quite time consuming.

I had hoped to be able to offer these emblems through our club, using the profits to help cover the cost of the newsletter. Later in the conversation, he stated that the price may have to be increased to possibly \$35.00 in order to make it a profitable venture. If you are in need of this item, it would probably be wise to purchase them quickly before the price goes up.

If you would like to purchase the emblems from Dan directly, his address is as follows:

DAN WEBBER

22604 ROBIN COURT

GAITHERSBURG, MD 20879

Tel. 301-774-9447

The price, as far as I know, is still \$25.00 and probably \$1.00-\$2.00 would be enough to cover the shipping costs.

** ** *

There is a letter from Bill Glass which appears on page 10 of this issue. It has some very good information which should be of use to quite a few of our members.

Early in his letter, Bill explains his experience with a wiring harness he purchased from *Rhode Island Wiring*. Bill addresses the white junction block which appears on the firewall behind the battery. He stated that the harness he received had no provisions for this junction block. I became curious about this and found the following:

According to the Chassis Parts Manual, there are two wiring harnesses (Group 0627-1).

They are listed in the manual as "HARNESSES, chassis wiring - LHC" with a note following:

Harness part # 1540232 *has integral wires to starter solenoid switch* and was used on models before serial # 6031808. It was also used on Serial # 6031834 and 6031840.

Harness part # 1540839 *has separate cables to starter solenoid switch* and was used on cars after serial # 6031808 (except 6031834 and 6031840).

The junction block, in the manual, is called "JUNCTION BLOCK, starter cables", part # 198061 (Group 0627-14). There is a note following this description which indicates that this part was only used with the 2nd wiring harness (# 1540839).

PHOTOS WANTED

TOM SNYDER DYERSVILLE, IOWA

Thanks for the photos of the 1956 GHs. I thought the one from Lubbock, Texas was very impressive (Bronze & Black) with mag's, very striking combination. I have 15 photos, which is OK, but not a great number.

My interest in cars & photography or YCR has led to an unusual project this summer. Instead of Studebakers, it was Solar Powered cars! I was lucky enough to do a documentary on the GM Sunrayce USA Solar Car Race from EPCOT Center to Warren, Michigan. I made a 30 minute program for the local cable company in Dubuque and was a free lance writer for the Cedar Rapids Gazette for 15 days.

Over 1600 miles on only sunlight was quite an experience. Only Studebakers could get better mileage!

I would love to make a YCR tape of something as dramatic with Golden Hawks someday.

Anyone have any ideas or suggestions? Maybe I'll just make a documentary using just the pictures and tape I have of my 56.

Anyway, thanks for the pictures. Maybe you can run another request for me for more photos of 1956 Golden Hawks.

(NOTE: Consider it done, Tom. I do enjoy receiving pictures from you members, but if you have a nice photo of your car, even if it isn't stock, why not send it to Tom. How about it members. There are 91 of us in this group. It seems we should be able to come up with more than 15 photos. If anyone has YCR footage of his/her car, why not contact Tom. Maybe you could copy it and send it to him, or perhaps he has facilities to make copies. He could then put it all together for his 1956 Golden Hawk documentary.)

LETTERS (NOTE: Please check your roster if you need to contact a member.)

ED AND DIANNA WEBB CARSON CITY, NEVADA

We received your letter and the back issues of The Hawkeye. The information is invaluable. Several questions we had have already been answered. We will keep you posted of any pertinent or interesting information we may learn while trying to put this car back together.

You are right about our car being purchased from Larry Lawrence in Cedar Rapids, Iowa. We just had it transported out here in June. As you requested, enclosed is a copy of our production order, and a check to help with expenses. We want you to know how much we appreciate your efforts.

CHARLES HARRISON HOUSTON, TEXAS

Enclosed is a check and a copy of the original production order for my car. After reviewing Hawkeye issues 001 - 007, and seeing what to look for, I have the following comments. I still cannot find my engine # (although it is on the production order). It is a 3 speed/od, push button radio, clock, cigar lighter, padded dash, tachometer, and what appears to be factory traction masters (traction bars). I say they are factory because I have a 1955 Speedster with an identical installation and neither looks like an add on. I have seen mention of other members who have this feature.

I have a few questions I would like help with if anyone out there can be of help.

- 1) The gear shift knob is missing. What does it look like and are they available or does anyone have an extra?
- 2) Were keys for ignition, doors, trunk, etc all different or do some have dual service?
- 3) Does anyone have paint codes for the 1955 Speedster lemon-lime (yellow/green) paint combination?
- 4) are the toggle switches being reproduced or are they available anywhere?

Keep up the good work. I'm looking forward to the next issue.

HENRY SPRY LAWRENCEBURG, INDIANA

Enclosed is a copy of the production order for my Golden Hawk and a photo of same. Colors are gold and off white (rather than snowcap).

It was acquired in Oct, 1980 from John Smoleff, Brooklyn, N.Y. The Ultramatic had been replaced by an overdrive (with both pedals left of the steering column). It had G.T. taillights and was painted a gashly green.

At that time I also had a 1956 GH from Cincinnati, Ohio in 1965. After two rebuilds of the ultramatic, on a weak frame, the transmission blew up in northern, Ohio in late

1981. Since the current car was already in Indiana, it was left as payment of the towing bill.

Restoration was done by the Antique Auto Shop, Kentucky, from 1982-1984 from the frame up. The upholstery is white vinyl and figured cloth with gold carpet.

Recently had an old 2 car garage replaced by a 24' X 40' new one and the drive concreted. Since there are a 1958 Packard 2 door hardtop (also restored by the shop), a 1931 Durant sport sedan and a 1987 Ford Taurus, all are now together. Enclosed also a few bucks for the cause.

DALE LONG QUINCY, ILLINOIS

I just finished a body off restoration on a 1956 Golden Hawk. The car showed only 24,000 miles and we didn't do anything to the engine. The problem is the Tachometer.

It will work some times at a low R.P.M. but if I accelerate to about 1000 R.P.M. it will drop back to zero and may or may not come back for a while. It is very unpredictable. I've cleaned the brushes in the distributor which did no good. Can anyone help?

ALI DRIMMER GÖTEBORG, SWEDEN

I must say, I really appreciate the Hawkeye. Where can I find renovating parts for the steering servo? I need the bearings and the seal. Is there a complete renovating set? Any help from the members would be appreciated. (Saginaw 5683669, bearing 204 KTD)

Enclosed is a check to help with postage. (NOTE: Thanks for the check. If anyone can help Ali, the postage cost is \$.45 for the 1st ounce. Be sure to write AIR MAIL on the envelope or he may not get it for several months.)

TOM & STEVE WILLHAM STONERVILLE, OHIO

Thank you for the newsletters and your quick response. The information I have obtained in the newsletters probably will save my son and myself 100 hours of research time as well as, who knows in dollar bills. I commend you for taking the initiative to start the club and newsletter, "BRAYD".

As I mentioned to you in my letter, we just purchased our 1956 Golden Hawk and are just getting started on the restoration. We now feel after reading all the newsletters "a couple of times", we have some kind of organized plan for the restoration of our car.

(NOTE: Thanks guys, and remember, we have some great people in this club who would be glad to help with advice, if you need it.)

MORE INFORMATION FROM BILL GLASS

Enclosed please find a check to help defray costs for this coming year.

On Saturday the 6th of September, the GOLDEN HAWK went for its first ride since 4 years ago, under its own power, with two passengers plus myself as driver. Needless to say, my wife and daughter were extremely frightened, so much in fact, that only the Chinese Laundry will know for sure. You must understand that there were no instruments, no dash board, and no windows in the car at the time of the drive.

Now if I may, some information on some glitches I have found that might help other owners:

If you order wiring from RHODE ISLAND WIRING, they do not supply proper connectors. They claim that that is an added cost and you must research the terminal ends and supply them with a test. THIS IS NOT SHOWN IN THE CATALOG. Next problem, if you look under your car's hood behind the battery tray, you will find a (3) three terminal junction block which in the diagram in the CHASSIS PARTS BOOK shows three wires coming off main harness to block, and three wires from block to starter motor. But, if you look at the OFFICIAL WIRING DIAGRAM on a 1956 Golden Hawk, that junction block is not shown anywhere. So what you will get from Rhode Island wiring is a main harness that has three wires that GO DIRECTLY TO THE STARTER MOTOR, eliminating the junction block. Suggestion for show purposes, have six wires hang from the block going nowhere and no one will ever guess.

Next, STEERING WHEELS, big problem as everyone knows. All white ones are either in use of have self destructed over the years. A 1955 wheel will fit, but is a full horn ring rather than a half ring as needed, plus it doesn't have those little hand grips and metal tabs. I found a gentleman in New York area who took my new '55 wheel and made an exact replica of the HAWK wheel, right down to the hand grips and metal tabs.

ULTRAMATIC TRANSMISSIONS. When the car first arrived, the shifting was erratic at best and had some very loud type TURBINE NOISES. As we have just installed the engine tranny combo, I remembered that upon draining it, I got less than a gallon of fluid at time of pulling it out.

Upon reading the filling procedure, I discovered that you have to fill the tranny with fluid, then warm it up allowing fluid to work itself into the converter, then add more to fill to top of transmission itself. Now the car shifts and allows starts from each "D" position. Also,

when installing linkage to transmission from gear selector, literally do it while car is on stands and adjust gear selector rod to give you TRUE indication of reverse. Once this is accomplished, all other gears, PNDL will line up.

REAR AXLE. I installed new brake system, shoes, cylinders springs etc. While doing, I noticed inner wheel bearings were dry and noisy. Not shown in service manual under REAR AXLE, but rather under LUBRICATION is a set of screws and vents, one each per side of rear axle by backing plate. With a paper clip, clean vent hole at 12:00 position, so it is open, then remove screw at 3:00 position on LR side and 9:00 on RR side. Insert a fitting and lubricate. You can leave fitting in or put screw back. (NOTE: See diagram on next page)

GAS LINE. If you look under an original untouched Hawk you might notice the fuel line exits gas tank and rides close to the left rear exhaust pipe. I suggest that it be re-routed in 90 degree bends, straight out, up, then across rear axle, then down to original position.

QUESTION OF GREAT CONCERN. Knowing that the transmission rides/rests on a cross member that must be removed for transmission service, and knowing full well that this cross member also carries the load of the front door pillars, has anyone had their transmission removed for service and then found that the doors or sheet metal do not line up after transmission repair?

After a lot of soul searching research and a great deal of worry, I elected to use this family new DEXRON II/MERCON transmission fluid which meets GM and newer FORD service specs. It seems to work well and I am using it also in power steering unit with great success. May I also recommend that if never done before, remove your power steering unit that is mounted on frame and open up and flush the rack housing and refill with new 90W oil. I found things such as abrasives (as in oil), congealed oil, and varnish deposits. Also open and remove the gunky dirty oil and deposits from rear end casing. It takes about 45 minutes to remove casing and to flush clean using a brush and AGITANE, which degreases everything and cleans all the parts very well. Then install rear cover and open up the little access hole to trunk for gas tank sending. Push a hose through and into filler hole of differential and, as my wife calls it, hang an IV (eye yee) bottle of 90W and refill.

Bill Glass - Valhalla, N.Y.

TECHNICAL TIPS FROM CLAUDE SEYON

PARTS RECHROMING.

I have had a large number of Stude Hawk parts rechromed including bumpers, fender lights, body molding trim and interior trim items. Before I had any parts rechromed, I inquired of local restoration people as to which of the metal refinishers provided excellent to superior quality rechroming work. I then used the recommended refinisher and I have had no complaints for any of the work performed.

Before taking any parts in for rechroming, the part should be cleaned thoroughly. I have had certain parts, such as the 56J fender lights, bead blasted prior to taking them in. The parts should have all mounting hardware removed prior to rechroming. I will again point out that before installation of rechromed items, I paint the areas not visible with aluminum paint especially the back side of bumpers. This provides protection of the surfaces which are not buffed out.

USE OF TWO-PART EPOXY PRIMER.

Anyone who does restoration work should take advantage of the newly available two-part epoxy primers (such as PP&G DP-40). Ordinary primer-surfacers can be penetrated by water and hold moisture unknowingly. This does not occur for the two-part epoxy primers. For the old type primers, one only finds out that moisture penetration occurred after many months, often after the finish coat has been applied (which is way too late). The extra precaution of using a two-part epoxy primer really pays off if a restoration project takes more than one year. The two-part epoxy seals the surface of the metal against water and is especially valuable for high humidity regions where water absorption can occur. A regular primer-surfacer is applied over the two-part epoxy primer which then can be sanded to obtain the smooth surface required before application of finish coats. I do not do any wet sanding until after the first finish coat of paint has been applied to prevent water absorption. (NOTE: See Claude's ad in the Want Ad section.)

New member BRENT HAGEN asks the following about the transmission cooler: I tried the Packard one which the sales brochures showed, but couldn't rotate the steering wheel to the right without the steering bell crank and lever hitting it & stopping. Any members who have any thoughts on this can write to Brent at 6220 SE 55TH PORTLAND, OREGON 97206

REAR AXLE INFO (see letter from Bill Glass)

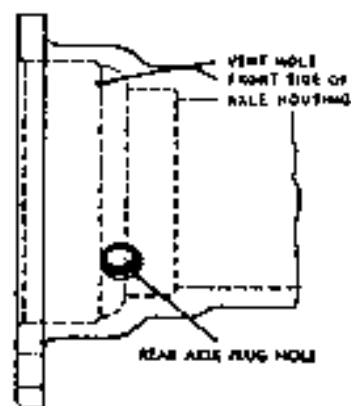


FIG. 23

Rear Axle Shaft Bearings—All Models
Wheel Bearing Lubricant—10,000 miles (14-89 lbs.)
Make sure vent hole is open

Remove the pipe plug, insert lubrication fitting and using a low pressure hand gun fill with wheel bearing lubricant until lubricant is forced out of vent hole.

LATE "BRAKING" NEWS (please read/heed)

The portion of the letter from Bill Glass, about taking his wife and daughter out in the 1956 Golden Hawk, made me a little concerned.

Bill has shared with us, the progress on his restoration, but I did not notice where he stated that he had replaced the steel brake lines on his car. These cars are 35 years old and replacing or thoroughly inspecting those lines is a must.

On Veteran's Day, my wife Anita & I took our 1956 Golden Hawk out for a drive. The total brake system on this car is new, *except the steel brake lines*. While STOPPED at a light I wanted to see if my brake lights were working. I pressed the brake pedal and checked my AMP gauge to see when the needle moved. I also tried to see if there was a reflection on the car behind me.

Suddenly there was a "pop and a squish" and the brake pedal went all the way to the floor. A section of steel brake line had rusted through and I was totally without brakes. As I said, I was already stopped, but I immediately began to imagine all sorts of horrible situations which "could have been". To say I was fortunate would be a classic understatement. I won't dwell on it, but I trust you see the severity of the situation.

Yes, all the steel lines will be replaced, on both Golden Hawks and the 1964 Cruiser.

Bill, and the rest of you, if you haven't done so, PLEASE look into this potential problem and DO SOMETHING about it before it does something to you.

