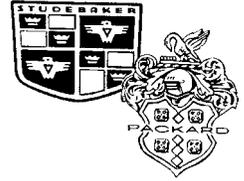


# 56J ONLY



## THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 012

ESTABLISHED JANUARY 1, 1989

SEPTEMBER 1991

Thanks to those of you who wrote with answers to some of the questions asked in previous issues.

In issue 011, we were able to present a lot of information on the Packard OHV V8 in response to Howard Hinshaw's questions.

This issue contains several responses to the question raised by Geoff Fors about the availability of power seats.

### WHERE ARE THEY NOW

Studebaker Drivers Club's Turning Wheels Almanac Editor Richard Quinn kindly sent me the names of two 56J owners he met at the SDC national meet in Springfield. I wrote to both of them to let them know about 56J ONLY. Ralph Durr of East Peoria, Illinois sent me the information on his car, serial #6032721.

It turns out that this is one of the cars that I knew about, but had no clue as to its whereabouts. I first saw the car at the 1982 National meet in Seattle. It was owned by Ken Bondurant of Cainsville, Missouri. I saw it again at the 1983 national in South Bend. It was not at Orlando in 1984 and I have not seen it since.

The car was in excellent shape, Doeskin Mocha with automatic transmission. I found out at the 1983 meet, thanks to member Bob Edwards, that the car had a 1957 (or later) hood.

I wrote to Ken when I first started this Club and he sent me the information on the car, but stated he had sold it.

I always wondered what happened to that car and now finally, 7 years later, I know, thanks to Richard Quinn.

In the August 1991 issue of Turning Wheels, Feature editor Fred K. Fox noted that the December, 1973 issue of Turning Wheels carried a list, supplied by Vince Habel, of 19 members who owned 1956 Golden Hawks. Fred referenced my story in 56J ONLY issue #011 as to how I was only able to find 3 of the 14 cars listed and that they all had different owners.

K. Victor Smith of Winston-Salem, N.C. apparently saw Fred's note and sent me the information on his car, serial # 6031427. K. Victor's is the fourth car I have tracked down from that 1973 list and he is the first one from that list to still own the same car.

Thanks to Fred K. Fox for mentioning us in the August, 1991 issue of TW.

### FENDER/TRUNK SCRIPT

Since issue 001, I have been asking you to tell me if your 56J has Studebaker script on the front fenders and whether the trunk script is silver or gold.

I attended my first Studebaker Drivers Club national meet in Seattle in 1982. I heard a story someone was telling about the 1956 Golden Hawk. He said that originally, no Studebaker script was on the front fenders and because of this, nobody knew what kind of car it was. The only reference to Studebaker was on the grill and trunk emblems and was not easily seen.

One explanation offered was that Studebaker had intended the Golden Hawk to be a separate make of car. This doesn't sound plausible but is certainly possible.

Whatever the reason, Studebaker started adding the script to the front fenders somewhere between serial numbers 6031884 and 6032195 on the South Bend cars and 6800358 and 6800368 on the Los Angeles cars. The first car in our club to show the script is serial # 6031949.

The gold trunk script seems to be a late year change, which was continued in 1957 on the Golden Hawks, and first shows up on serial number 6032686. Of the Los Angeles produced 56Js, none have been reported with gold trunk script. Many of you have not reported your car's script options, so we can't pin this item down any further.

Of course many cars, which originally came one way, could have been changed, over the past 35 years, due to an accident or the owner's preference.

### POWER SEAT OPTION - UPDATE

In issue 011, member Geoff Fors asked about the availability of power seats in the 56J. The production order for Geoff's 56J listed accessory code #18, "Power Seat", but Geoff is pretty sure his car never had that option. Several members, whose cars have the power seat option, responded to Geoff's question.

**LARRY MICHAEL - HUGHESVILLE, PA.** The power seat was indeed an option on the 56J! The production order for my 56J has an option of "Power Seats" listed. My 56J has power seats and the button is located under the driver's seat and next to the transmission hump. The location seems to differ from the 57 Golden Hawk location that you mentioned. Also, a metal tag stamped "P SEAT" is located on the firewall by the body number. It is stamped

with the same size letters as the serial number and the plate is fastened on the right side of the body number. There is also a power seat relay switch located on the driver's side of the firewall behind the battery.

I hope this helps to clarify the mystery of the power seat!

**CHUCK BERRYMAN - SCALES MOUND, ILLINOIS.** The Hawk does have a power seat, I didn't know it was that uncommon. Also power front windows.

**JOHN WILLIAMSON - TIJARAS, NEW MEXICO.** Yes, serial number 6030306 came with about every option available.

- Power seat (switch about center of seat)
- Power windows (front only)
- Windshield washers
- Power steering (Saginaw) (removed)
- Power brakes
- Ultramatic (removed)
- Clock, Push button radio
- Manual reel antenna, climatizer
- Back up lights

**BOB LEHR - BOUND BROOK, NEW JERSEY**

In response to your inquiry in issue 011, my car does have a power seat and the switch is in the center just above the transmission hump. The production order also indicates the car has power windows, but it does not.



### FROM THE MAILBAG

(Letters are edited as required.)

**RALPH BASHOR - LAKEWOOD**

**COLORADO**

Re: Brent Hagen's request for radio schematics (page 6 of issue 010), they are contained in volume AR-6 of Sam's Photofacts. I picked up a copy of AR-4 (for 1954 cars) and AR-6 (for 1956 cars) at a swap meet. I would have sent it directly to Brent Hagen, but had no address.

I had to redo the clutch on one of my Golden Hawks. Got the clutch disc rebuilt locally but had to order new throwout bearing. Special Interest Autos of Saint Louis provided excellent service and a good price. I was very happy with their service. He (Bob Johnson) said it was the first call he has had in over a year and a half for a 56J clutch plate. Perhaps we need to utilize our "conventional" Studebaker sources a little more.

I am not going to SDC in Missouri, partly to boycott that state's extremely restrictive old car driving laws. More old car drivers & collectors need to pay attention to and resist restrictive driving laws on "collector" cars.

Please excuse the handwriting. I'm nursing three bandaged fingers. I learned the hard way that engine fires don't always happen to the other guy. No, it wasn't on my 56J. I also learned how dangerous polyester shirts are around open flames. If they catch fire, they "flash" producing very intense, short duration burning, which produces 2nd degree burns on the neck and ears.

The polyester can also melt onto the skin and the two can't subsequently be separated. Thank God for a cotton T-shirt I had on that prevented that occurrence.

Please pass the word *not* to wear polyester clothing when working around any hot engines, leaking gasoline, or open flames of any kind.

(NOTE: Missouri, and many other states have enacted laws restricting the use and storage of old cars. Although this concerns all of us, I don't want to get into a big discussion about it in these pages. Ralph does however, make a good point about collector car restrictions. Some day I'll tell everyone about the fire I had in my 56J and how I aged 15 years in 15 minutes, but for now, I strongly suggest that if you don't have a fire extinguisher, GET ONE).

**LARRY MICHAEL - HUGHESVILLE, PA**

Please remove my ad for the cassette tape of the Studebakers. I have exhausted my supply and would need to order a large quantity on reorder (500).

That's all for now. Keep up the excellent work and I look forward to the next issue of 56J ONLY.

**CHUCK BERRYMAN - SCALES MOUND, ILLINOIS**

I went through your list of colors and couldn't find anyone with the daybreak blue/airforce blue combination. I wonder why the factory didn't make a lot of them as, personal opinion, I think it is an ideal color.

If the Hawk I have (6030038) is the lowest yet in the club, I wonder if any Sky, Power, or Flight Hawks existing, have an earlier production date. I don't know if there are records of this. It would be nice to say that 6030038 is the earliest Hawk made existing.

My opinion on 1956 Golden Hawks: absolutely beautiful cars, I really admire them. On the downside, they are not a real joy to drive because of hard to enter, exit, rough ride, steering wheel almost in lap, etc. I owned a gold and white one in 1958 and a black one with 2 - 4's in 1961.

(NOTE: Right after receiving Chuck's letter, new member Jim Wilson of Altamont, N.Y. registered serial # 6030029).

**GENE DUGAN - PHOENIX, ARIZONA**

Thanks for your prompt response of the 56J back issues. Enclosed is some cash for postage, printing, etc.

A little history on my 56 Golden Hawk: I purchased it in a Yuma, Az., salvage yard in 1976. It did not have an engine, drive train or dash instruments. It was basically a

rolling chassis, but had a rust free body, good glass and chrome. I have since installed a 400 CID Pontiac and 400 GM turbo-hydromatic transmission, also GM dual reservoir power brake system.

The car is basically unchanged except for the above modifications.

#### **CHUCK LAMPMAN - KENNESAW, GEORGIA**

As you requested, here is a copy of the production order on my 56J. I am in the process of getting Newman & Altman to confirm the accuracy of it, however, since it doesn't show the car as having been delivered with power steering. The original owner assured me that it was in fact delivered that way. I have also stuck in a little money to help with postage; keep up the good work.

Every time I read 56J ONLY I remember the restoration on my car and how involved I got in researching it. Here, for what they're worth, are a few items that the most recent issue brought to mind:

As I was restoring my car in the LA area in 1976-78, I had occasion to talk for an entire afternoon in his Pasadena home with a fascinating gentleman (whose name I can't lay my hands on, I'm ashamed to say) who had worked for Packard, and had been on the design team for the 352/374 engine used in 1955/56. He gave me three pieces of advice, and while I can't reference him by name to assure you of the authenticity of the comments, they make sense and have worked well for me.

FIRST, he said the lifter noise on start up problem was caused by the fact that the original Packard lifters were not "anti-leakdown" type lifters such as used in later cars. Modern lifters have valving that allows them to retain their oil charge, or some substantial part of it, when the engine is still cold. Packard's lifters had an attempt at this, but when the oil was the least bit dirty, the seal would let the lifter collapse completely.

During the time the oil pressure was building up and pumping up the lifters, they would rattle (this appears to corroborate Ron Grim's observation in an earlier issue that changing oil every 2500 miles or so helps prevent this problem). He advised Dodge 318 lifters, 1968-72 as perfect non-leakdown replacements. I've been running them since 1977, and they don't rattle on start up.

SECOND, he observed that they had "screwed up" in one minor regard by draining too much oil from the front of the left head to the oil filter, and that this free flow reduced oil pressure in other parts of the engine. He advised me to remove the brass fitting to which the oil line from the front of the left head attaches, fill the 1/8" opening in the fitting with solder, then redrill it to 3/32" to serve as a restrictor. I hope I

have the exact numbers right after all these years - I do know that he was advocating reducing the diameter of the inside of the fitting by 1/32". I did that on mine, but it is hard to tell whether or not it is doing anything. The car runs fine, and oil pressure is right where it should be.

FINALLY, he talked about oil pumps for a good long time. A basic problem was that the top of the pump where the shaft enters it is normally above the level of the oil in the pan when the engine is running, unlike almost every other oil pump in the world which is submerged.

The problem with this is that as the top seal of the pump wears, it can suck air, rather than oil, and the resulting foam doesn't lubricate very well. Another problem was with the bottom plate, which wasn't very thick and which tended to warp, reducing the suction of the pump.

Both of these problems have been solved by Packards International in Santa Ana, California with a re-machined pump that includes a Teflon top seal and an extra thick bottom plate. They do it as a club project. I paid \$75 exchange 15 years ago, no telling what the current price is.

Another problem was with interchanging pumps. As you know the 1956 352/374 engine and Twin Ultramatic were used by both Hudson and Nash, as well as Packard in the 1956 model year and there were several variants on the oil pump. The only one that would make a difference to us is the one with the vacuum booster built in to the oil pump. Avoid it because usually the vacuum unit would leak and suck in air and again you would wind up pumping oil foam. If it is a recognizable oil pump, but has a funny "gadget" on the bottom that you don't recognize, it is the vacuum booster version.

I have a story that I would like to verify, if possible, and the members who have early cars may be able to see if the evidence bears it out. Years ago, at the SDC National in St. Louis, I was seated with Mr. Ed Reynolds Sr., at the banquet. My 56J won first in it's class, and when I returned to the table with my trophy Mr. Reynolds started talking with me about the 1956 Hawks.

He made the statement that the urgency to get the Golden Hawk on the road, to compete with Chrysler's new 300B muscle car, was so great that the first 492 (I think that is the number, it is the same as the number of the early paint trim per the parts book) Golden Hawks were actually completed Sky Hawks that were returned to the plant. Their Studebaker engines and transmissions were removed and retro-fitted with the Packard power plant.

To corroborate this, I have seen at least one early (in the 300's body number) car that still had the Sky Hawk rear fender top

chrome strip under the fiberglass fin. Have any of our early-body owners ever found this chrome under the fins?

I'd be interested to find out since we have several of these cars in the Club. Well enough rambling. Think I'll go out and wash the Hawk.

(NOTE: The Packards International ad appeared in issue 007. The price was \$100 as of the end of 1990).

#### **TOM SNYDER - DYERSVILLE, IOWA**

(NOTE: Last fall, Member Felipe Santana came by my house and made a video tape of my car to use as a guide for his own restoration. Felipe gave me a copy of that tape and I had a friend add a little more footage. The friend duplicated the tape and I sent it to Tom Snyder who is working on a documentary style project for the 1956 Golden Hawk.)

Thanks so much for the video tape. It was a pleasant surprise! Even though I had other things to do, I immediately watched the tape. Priorities!!!

As far as my tape/picture project goes, I have no more pictures. If you want to mention it again in the newsletter, that's ok.

I have made 6 half hour programs for cable TV on Alternate Energy and I still want to do one on the 56 GH. The format is going to be like *Motorweek* if possible.

Besides the engine and trunk shots from your tape, I will show the heater (with the seat removed), two speed wipers, and a lot of info from the original road test magazines of 1956, plus pictures of the few 1956 Golden Hawks I have received from the members.

One segment might include how to redo the body to frame supports which I made. Anything else you think should be included, please let me know.

(NOTE: If you have been putting off taking pictures or tape of your car, why not do it this weekend and send it to Tom).

#### **EARL BAILEY - COLORADO SPRINGS, COLORADO**

Thanks for all the issues of *56J ONLY*. Sure hope you can make a success of it. I am sure it will be a great help to all of us.

Enclosed is a copy of the original production order for my car. I notice it was shipped to Dodge City, Kansas. I purchased it new from Carl Bartz Motors in Denver, Colorado.

I too had problems with the valve lifters. They gave me top oil and told me to stop and pour it through the carb. This happened many times. I took a trip from Denver to Dallas, New Orleans, South Texas, Old Mexico, and back to Dallas. Blew the motor in Dallas at 9,960 miles.

I stayed in Dallas for one week. They replaced the motor and torque converter. There explanation at the time was that someone was leaving the keepers out of some of the valves. I now have 110,000 miles on the car.

#### **BRENT HAGEN - PORTLAND, OREGON**

Thanks a million for the latest issue of *56J ONLY*. It sure is great that you have the time and resources to compile such an interesting and informative newsletter.

Thanks also for forwarding the radio schematic from Ralph Bashor. Geoff Fors also sent me one. With them I was able to get my radio working again. It sure sounds great to hear music from a tube radio.

I haven't done much lately to my Hawk. I still have to fix the noisy lifter problem before I can drive it again. Now that I have our 1963 Wagonaire driving, I can get back to it soon. We now have a Packard engine in each of our Studebakers. A 1955 Patrician 352" in the G. Hawk and a 1957 Clipper 289 (super charged) in the Wagonaire.

I finally came up with a power steering pulley from Newman & Altman for my Type A pump, so I no longer have to worry about it throwing belts on the freeway. The shock for me was the tremendous improvement in steering. All the overplay I had attributed before to a worn center pin had all along been caused by a warped pulley.

A friend of mine was parting out a 1968 International Travelall. He gave me his headliner which is very similar to that used in our 56Js. I guess Travelall's used that headliner for a number of years. He also gave me the bows which are silver instead of white but they are in great shape and I suppose they could be painted.

About the silver mylar trim on the doors, we use some tape at work (for aircraft) that looks very similar. Perhaps the company that makes it could also supply the fabric. I'll try to obtain a sample for you.

Classic Motorbooks (P. O. Box 1 Osceola, WI 54020 1-800-826-6600) pictures a 56J on the cover of a new book by Richard Langworth called "Illustrated Studebaker Buyer's guide". I ordered it but the book ended up being published with a 1957 Golden Hawk on the cover instead. I also ordered another Langworth book entitled "Great American Automobiles of the 50's". It devotes a full page to 1956 Hawks & is a very nice book.

NOTE: Page 92 of that Buyer's Guide indicates that the 56J serial numbers produced at South Bend range from 6030001-6033472 and at Los Angeles from 6800001-6800601. Adding these values together (3472 + 601) equals 4073. If my math is correct, that is two more than the number of 56 Golden Hawks (4071) produced.

#### **BILL GLASS - VALHALLA, NEW YORK**

A few quick hints for those who have encountered the following problems:

Wiring. Any harness provided by any source will have a few too many wires that have no known origin or termination. There will be some extra wires with no known use. This is a consequence of the fact that when the harness makers "duplicate" an original, they actually "clone" them, and then once done use known published wiring diagrams to correlate the color codes to location and

size of harness. Caution, the boxes that hold the instrumentation to the dashboard instrument facing, is not grounded. You must ground each box by yourself.

Windshield wiper motor MUST BE GROUNDED to chassis. If not, it will not function. The wiring diagram shows the motor assembly/case of the wiper motor as grounded. If anyone has painted the firewall and used Eastwoods "spray gray" on the motor housing, the assembly will not be grounded. Run a wire from the motor housing to any screw that touches the firewall.

Light switches and heater/defroster switches must be individually fed power from the accessory side of the ignition switch. That wire is not provided in any harness by any manufacturer. Carefully note that ALL switches have similar set ups, but each has individual terminals that are marked by letters. Be very careful as the markings are stamped in the fiberboard backing and in some cases is very lightly printed.

To save anyone from the same grief that I had this weekend, let me explain a steering column problem. Once you replace all the integral parts of the steering column and install new shift lever assemblies, there is a good chance that the space between the steering wheel and shift lever housing will be too great. Thinking it was a problem with my restored steering wheel, I spent hours fussing with the spline neck of the steering post. After hours of really getting angry, I discovered that the steering post jacket can be moved from inside the engine compartment, back towards the cabin which closes the gap.

Directional signals, can be a pain. If the shift lever keeps falling out of position, carefully remove the steering wheel and check that the tiny spring that holds the switch to the casting has not worked loose. Also check the "molded" ridges that the switch rides on. The switch, when pushed in either direction, rests on these ridges. I had to order a new casting since, after 30 years, the ridges had all but disappeared.

Now the stupid and inane. After finally finishing the paint job, I noticed that there was, in some cases, a ton of orange peel and some fish eyes. Boy was I ticked. I mixed up some paint as per manufacturer's recommendations and then with a small brush, dabbed a drop or two into each fish eye. After letting it dry for a couple of days, I went NUTS trying to wet sand it. After much frustration, I decided to either totally screw up the car, and force myself to repaint, or to try something so totally stupid that it would work.

I attached my air powered jitterbug orbital random sander to the air supply, put on a piece of 1500 wet or dry sand paper and lowered the air pressure from the recommended 80 lbs. to 35 lbs. I then immersed the sander in a bucket of water and

started to wet sand the paint. Boy did I flatten out the orange peel. Then I held my breath, cranked up the air, and proceeded to buff with a 1500 rpm buffing wheel and a fast cut compound. I have never seen a finish this smooth and glossy in my entire life. It's totally radical dude, awesome, and it actually works as long as you use a ton of water.

Stay tuned to the further adventures of Bondo Billy, Valhalla, New York's leading Studebaker restoration facility, in his quest for glory and a Golden Hawk.

#### **BOB LEHR - BOUND BROOK, NEW JERSEY**

I am enclosing a picture of the wire wheel cover which you asked for a while ago. Recall that my production order included option AC-2780 which was not supposed to have gotten past the prototype stage.

In my original letter, I mentioned that my car was not running well, and I suspected it was the valves. It turned out to be a carburetor problem. The third time I had the WCFB apart, a friend noticed that the jets looked strange. Apparently a previous owner had taken them out and reversed a front with a rear. One of the metering rods was then effectively closing off a primary jet, depriving 4 cylinders of fuel. The engine now runs very well.

I have recently purchased a 1970 Avanti II and will probably try to sell the 56GH later in the year. If any members living close to N.J. are interested, they are welcome to give me a call. I would rate the car as a #3 at this point.

NOTE: According to the "1956 Hawks" article by Fred K. Fox in the April 1985 Turning Wheels, accessory option AC-2780 (wire wheel overlays) never got beyond the prototype stage. Page 10 of that issue shows a 1956 Golden Hawk with the wire wheel overlay. The hubcap in Bob's picture looks like the standard wire hubcap (AC-2425). I forwarded the picture and a copy of the production order to Fred K. Fox for his evaluation.

#### **LUTHER JACKSON - RUSKIN, FLORIDA**

Just a note to say hello and to send this article which in the July 20, 1991 issue of the Tampa Tribune on the SDC meet in Springfield, Missouri.

I am getting quite a bit of travel in with my new job. Maybe I'll find some more parts for my car in my future travels.

I saw a salvage yard in central Kansas last week. All they have is old stuff. The only Studebakers were a 1949 and a 1960 Lark. The name of the place is "EASY JACK" & Sons RR3 Box 87 Junction City, Kansas 66441 Tel. 913-238-7541. Perhaps someone else can use this information.

#### **LARRY WEIDNER - MENOMONIE, WISCONSIN**

It was good talking to another 56J owner, and it is nice to see a club being formed.

I owned a red over black 56J just out of high school that had power windows, power seats and chrome valve covers with the word "Packard" on them. It went to the scrap yard after a guy ran into the back of it on a freeway.

Two years later, I bought a 56J out of a junk yard and proceeded to restore/hot rod it. I rebuilt the engine in a class I was taking at U-W STOUT while training to be an auto mechanics instructor. At the same time my college roommate sold me his Golden Hawk, formerly owned by Steve McQueen (or so he was told) and I started to convert my Hawk to a 3 speed/overdrive that I took out of that car. I spent one whole summer restoring the body, and put the incomplete car in storage until graduation.

My first wife and I had lots of disagreements over the car and I ended up selling it and the parts car for \$300.00. In 1978 my father purchased this car from a junk yard and began the restoration process. He has since retired and sold the car to me with the agreement that I would keep it in the family, pass it on to one of my daughters.

The car has 106,000 miles on it. The body work was done by a body shop in Milwaukee at great expense with little finesse. eg. body trim was not removed for body work and painting. While a close look reveals a somewhat less than perfect job, at a distance it looks nice. The interior is ragged and is slated for replacement this winter.

When I drove the car home from Milwaukee to Menomonie, a distance of 276 miles, one of the first things that I noticed was the lack of a stable feel of the road, especially at highway speeds. While worn king pins and ball joints had been replaced, the old shocks and sagging springs remained. I have since replaced the springs with a new set from Newman/Altman and put in new heavy duty gas charged shocks which I obtained from my local NAPA dealer.

The next step was a set of 75 series radial tires. While I found that 225-15 is the correct diameter when compared to the original 7:10x15 city service nylon balloon tires, I bought 235 75R-15 tires because of the wide whitewall made in this size for some late model Cadillacs. Upon going to this tire, it became apparent that while the tire would fit on the original five inch wide rims, the rim was not really wide enough to accept this tire and still maintain good handling and tire wear characteristics. I clearly needed a wider rim.

I'm sure that anyone who has tried putting wider rims on a Hawk has found several clearance problems. Too much offset to the outside will allow the tire to rub the inside of the wheel well at the rear of the

car. Too much offset to the inside, or too wide a rim, will allow the tire to rub the tie rod ends on the inside. With some careful measuring, I found that the wheel I needed should have two inches of offset to the outside, measured from contact point on the brake drum to the outside bead surface on the rim, and can be a maximum of 6 inches wide, bead to bead.

This combination gives one inch of clearance at the wheel well in the rear and 3/4" clearance at the tie rod in the front. After spending many hours at a local salvage yard, I found a wheel that met this requirement exactly and in addition, maintains the stock Studebaker rim lock with the slotted holes. The rims are from pre 1960s Checker cabs. While rims from post 1960s cabs have identical offset dimensions and width, the look changed to include built in nubs for holding mini hubcaps to the center of the rims.

This combination of springs, shocks, rims and tires has made a new car out of my Hawk.

Among my aspirations are an engine and transmission rebuild. Does anyone out there know where I can get these kits?

Well, thanks for starting this Club. If there is anything I can do to help, like starting a computer data base for the statistics that you have gathered, let me know... I'll help as much as spare time will allow.

#### HERE WE GROW AGAIN

- #103 Sterling Hornoi 26 Sihvon Bay  
Regina, Sask SR4 7T3 Canada
- #104 Earl T. Bailey 6378 Altman Dr.  
Colorado Springs, Colorado 80907
- #105 Gene Dugan 11875 S. Half Moon Dr.  
Phoenix, Arizona 85044
- #106 Jean Thompson 8120 4th Avenue  
Lino Lakes, Minnesota 55014
- #107 Terry Paap RR 4 Box 268D  
Charleston, Illinois 61920
- #108 Stuart Henderson 3739 Grape NE  
Grand Rapids, Michigan 49505
- #109 Jim Wilson R.D. Box 392  
Altamont, New York 12009
- #110 Larry Weidner RTE. 5 Box 106AA  
Menomonie, Wisconsin 54751
- #111 Ralph Durr 312 Neuman Dr.  
East Peoria, Illinois 61611
- #112 K. Victor Smith 2372 Queen St.  
Winston-Salem, N.C. 27103
- #113 R. Frank Hunter 308 16th St.  
Northumberland, Pa 17857

## WANT ADS

Ads will run for one issue and should be subject related.

### FOR SALE

1956 Golden Hawk in about # 3 condition, runs well.

Bob Lehr 5 Hayward Street  
Bound Brook, N.J. 201-469-1077

Brake & fuel lines in stainless steel, pre-bent on our CNC tube bender, we duplicate to OE specifications for all makes & models. Classic & Performance Specialties, Inc. 6509 Transit, Unit B1  
Bowmansville, N.Y. 14026 716-681-2553

Need the right color paint for your classic? Rare, many discontinued, original colors and refinishing supplies available for your model and year. Every color offered, 1950s to 1980s. Orders shipped within 3 hours! Request free brochure.  
The Classic Colorist Box 805  
Great River, N.Y. 11739

Studebaker paints, 1929-64, acrylic, enamel and lacquer.  
Automotive Paints Ultd, 919-599-5155 (NC)

Reproduction oil filter decals, red with black lettering. I purchased a large quantity from Autosport Specialties. \$3.00 + SASE.

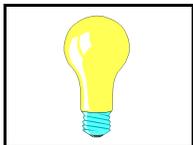
Frank Ambrogio 1025 Nodding Pines Way  
Casselberry, Florida 32707

### WANTED

3 spd/OD transmission and all the parts to convert my car.

Terry Paap RR4 Box 268D  
Charleston, IL 61920 217-345-6878

Motor mounts for a 1956 Golden Hawk. No matter what condition they are in, I'd like to have one set repaired by Steele Rubber company as described in issue 009 and compare it to a pair member Luther Jackson had repaired here in Florida. We may be able to offer this service through the Club at about 1/3 off. Help us help each other.  
Frank Ambrogio 1025 Nodding Pines Way  
Casselberry, Florida 32707



### MINT MARQUES

Newly elected **Studebaker Drivers Club** President, Terry Judd, announced that the SDC Board of Directors has approved the minting of another Studebaker coin. They tentatively okayed the minting of a silver coin commemorating the 1956 Golden Hawk.

## THE WILLIAMSON'S

### 56J BONNEVILLE UPDATE

(NOTE: Issues 004 and 005 each contained a story about Greg, David, and John Williamson and their effort to run a 1956 Golden Hawk at Bonneville. Here is more on that effort.)

In May, Greg, David, and John made a trip out to Santa Maria, California to pick up the remains of Ben Slater's 56J parts car which he has donated to the Bonneville effort.

The car is serial # 6030904, body # 1200. The main body shell is sound and the frame looks good, so #6030904 will live on as a race car, instead of heading for the scrap heap.

Ben also donated an engine, # 5587 7280 to the effort. It has a 3.5" stroke and 4" bore, so it is a 1955 352 out of a Packard car.

Our main engine is a 3.5 stroke x 4" bore 352 with NO numbers. It has solid lifters, adjustable push rods, a ground cam and severely milled heads. It came out of a hot rod International pick up.

The effort has been slow going and we still have a lot of parts to gather, a roll cage to build, a scattershield to fabricate and a parachute to locate.

The needed halon fire extinguisher system has been offered and should be here soon. We still have the goal in sight and even though it is slow going, we hope to be at Bonneville in 1992.

### JOHN WILLIAMSON - TIJARAS, NEW MEXICO

(NOTE: John sent the following letter along with the Bonneville update.)

I am writing for Greg Williamson (member #41), who is at scout camp on staff this week. Please change Greg's address to 1277 Old Hiway 66E Tijeras, N.M. 87059 Here is a little history about Greg's car.

After active duty, I stayed in the Coast Guard reserve and obtained 56J #6030306 from an officer in my unit. I understand that he bought it from a used car lot so history earlier than about 1965 is lost. The car was mocha/doeskin in the early paint scheme.

In 1968 I stripped the car completely and had it painted Ceramic Green all over - a complete color change. At the same time I rebuilt the front suspension and added all the "export" coil and leaf springs.

# 6030306 was originally an automatic with power steering. I swapped all the automatic and power steering with a dentist whose car was originally an automatic but had been converted. He wanted the automatic back in, so his wife could drive the car (more about automatics later).

About that same time I obtained a Packard engine, rebuilt it, and did an engine swap. I saved the original engine intending to rebuild it someday.

The car was my family car for many years and has made many cross country trips to the east coast and gulf coast. I could never get the fuel mileage above 16 MPG. Before one

trip, we even tuned it on a chassis dyno and had everything "perfect", still 16 MPG.

I left the 3:07 automatic rear end in the car, so with the 3 speed/OD, it likes to cruise at 3000 RPM (torque peak) which is about 110 MPH. That is how it went cross country on most trips (pre 55 MPH limit). It never got a speeding ticket - ever - on the highway or in town.

With the export suspension, it was and still is a pleasure to drive at high speeds and on curvy mountain roads. Many sports cars have tried to out run it in the mountains, but none could.

Before "falling into the deal" to swap transmissions, I rebuilt the ultramatic twice. I was introduced to a Mr. Drumm who had a garage in Albuquerque who gave me a lot of advice. He knew the man who had designed the ultramatic and that man had also designed the Buick dynaflo transmission.

Important note: The Buick dynaflo and Packard ultramatic share many parts. You can put Buick dynaflo bronze race clutches and bands in the ultramatic in place of the cork faced ones and the ultramatic will be a snappy performer. I know, I did it. When rebuilding the ultramatic, pay exact attention to the torque specs on every nut and bolt. Torque everything to exactly what is called for. It is very sensitive to this, especially the valve body.

In the middle 1960s, I was selling car parts for NAPA and when I quit, I kept all my catalogs. I have enclosed copies of many pages for club use. If you or any members have questions about parts, I'll be glad to help.

A lot of people decry the heavy front end of the Golden Hawk, but remember it is a touring type car. Look where the mass of the engine is sitting in relation to the front wheel spindles. Now put 2 people in the front seat and note where the driver sits in relation to the front and rear wheels - about centered. Now put 7 pieces of Samsonite luggage in the trunk - yes, I said 7 pieces of Samsonite! Now you have a nicely balanced high speed touring machine.

You don't think seven pieces of Samsonite will fit in a Hawk trunk, and still be able to close the lid?

- 1 Large mans 3 suit on bottom beside the spare.
- 1 Medium 2 suit on top of spare
- 1 Medium 2 suit on top of 3 suit
- 1 Ladies round hat box on hump over rear axle
- 1 square ladies make up on hump
- 1 small overnight suit case on hump
- 1 brief case and lots of room left over to tuck things in and around. That is the way my Hawks have been packed for many cross country trips.

It takes a little practice to learn how to drive any Hawk. It DOES NOT drive like a Chevy-Ford-Mercury or Buick so you have to learn how to handle it. It can corner as

fast as you have the backbone for, and safely.

First you have to learn to drive as far ahead as you can see. Size up every curve and decide how to handle the curve. Approach the curve at the outside of the curve, decelerate, brake lightly or down shift to effect your weight transfer and get the nose down as you enter the curve. Then get on the gas and regulate your speed and rate of turn through the curve with the engine power.

You can break the rear end loose and drift the rear in tight corners but I have never been able to get the 56J in a full 4 wheel drift. I used to always run Dunlop Road Speed tires which behaved very well. Some tires are just plain "squirrely", so don't try any high speed mountain road racing unless you have tires that handle well and are predictable, and you have spent many hours practicing to get the feel of the weight transfer shift and work up gradually through the speeds.

We have some 25 MPH "S" curves near our home which are a real blast at 80 MPH. So - sports fans - the Golden Hawk 56J is a decent performing Grand touring category machine. I much prefer the 56J to the Jaguar XK120 or the E-type. My 56J routinely out ran a friend's Austin Healy 3000 on our mountain roads and he had a "sports car"!

When Greg turned 16, I gave him the keys and title to #6030306. He has done a good job of keeping up the car and doing some things to help restore the car.

I put the Speedster type wire hub caps on from a previous car and the fog light bumperettes with aircraft landing lights and relay for driving lights. I put a later style dome light under the "eyebrow" of the dash in the center for a map light.

I added the 58 Golden Hawk grille emblem because I liked the appearance. I also added a second hood safety catch to avoid any possibility of the hood going over the roof at high speeds.

I think I added the rear seat speaker but it might have been original, I don't remember - it is all stock type 56 speaker grille etc.

Greg added a vintage Johnson Messenger CB radio. I put a later model Carter AFB in place of the WCFB to get away from the stalling problem on hard left corners.

NOTE: Studebaker addressed this problem also, see Studebaker Service Bulletin No. 317, dated October 1956 (re printed on next page).

The car has been very dependable and has never ever broken down out on the highway. It has over 110,000 miles on it now and I think it would be able to take a cross country trip without much preparation.

Greg is going to add the optional heater under the drivers seat which keeps the drivers feet nice and warm. We found one in a junk yard and rescued it. My 1962 GT Hawk has one and it is a very nice item.

I am enclosing a lot of copies of parts manuals. I know you can't print all of it in

your newsletter, but use it as you see fit and again, I'll be happy to assist any of your club members with parts numbers/interchanges from my old NAPA catalogs. A SASE with requests for part #s would be appreciated.

ENGINE STALLING ON LEFT  
TURNS - 4 - BARREL CARBURETOR  
1955 - 1956 MODELS WITH 259,  
289, 352 CU. IN. ENGINES  
NO. 317 Oct 1956

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

A condition of engine stalling when making a sudden stop or a sharp left turn with 1955 or 1958 models, equipped with a Carter 4-barrel carburetor, can generally be corrected by the following procedure:

1. Make sure that the fuel level in the carburetor is in accordance with factory recommendations.
2. The float valve should be seating properly.
3. The air horn may not be sealing properly against the carburetor body. Disassemble the air horn from the carburetor body. The lower side of the air horn has a sealing rib or raised section running around the entire cover. Inspect the gasket and see if the rib or raised section has marked the gasket; there should be a noticeable Imprint of the air horn in the gasket to give the proper seal. If the gasket is not compressed around the choke Passage hole and Idle tube cross-over passages, gasoline will splash into these passages on a sharp turn and richen the mixture to a point where the engine will stall. Use a new gasket Part No. 537189 and cut out the center web if it is present. If it is impossible to obtain the desired Imprint, with one gasket. It may be advisable to use two gaskets (Part No. 537189).
4. Reassemble the air horn to the carburetor body. It is important that the center fastening screws are tightened first. Be sure all screws are tight.

## HIGH ALTITUDE METERING RODS FOR 56J (CARTER WCFB-2394S CARBURETOR)

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

No - 313 April 1956

Metering rods for high altitude use on 56J Goldenhawk models have been released under the following part numbers:

Part No. 6484567 - Metering Rod, 1 size lean.  
Carter 975-1296 - for 4000 to 8000 ft.  
altitude.

Part No. 6484568 - Metering Rod, 2 sizes lean.  
Carter 975-1297 - for 8000 ft. and up.

To complete this issue, I have included three more Service Bulletins. Number 340, below deals with noisy water pumps. On page 11 you will find Number 310 which explains how to remove the dome light.

Also on page 11, is Number 312, which discusses instrument grounding, which Bill Glass explained earlier in this issue.

## NOISY WATER PUMPS - 1955-56 PACKARD AND 56J STUDEBAKER GOLDEN HAWK

No. 340 Aug 1958

New service water pumps are being replaced because of a very noticeable growl that sounds similar to a rough bearing but in most cases, the noise is in the seal. In some instances several replacements have been made in the same car in an effort to obtain a quiet pump.

Before installing a new service pump, check the action of the seal by easily turning the Impeller for just a short rotation back and forth. If it has a tacky or sticky action, submerge the impeller end of the pump in S-P Cooling System Rust Resistor or a soluble oil deep enough to get to the seal. Then lift the pump up and rotate the Impeller to work the fluid into the seal. Repeat the operation. It is necessary, until a smooth action or rotation on the seal is obtained. Any method that will work the fluid into the seal is satisfactory.

Following the installation of the new pump, add S-P Cooling System Rust Resistor to the cooling system when filling the system with coolant. The Rust Resistor will work satisfactorily with either water or permanent type anti-freeze.

**1956 STUDEBAKER GOLDEN HAWK INTERCHANGE LIST**

**SPECIFICATIONS**

WEIGHT = 3360 LBS, HEIGHT = 56-15/16", LENGTH = 203-16/15", WIDTH=70-7/16", WHEELBASE=120-1/2"  
 ENGINE = 352 CID PACKARD 275 HP SKY POWER V-8, COMPRESSION RATIO = 9.5:1  
 TRANSMISSION = PACKARD TWIN ULTRAMATIC OR BORG-WARNER T-85 W/OVERDRIVE

**CAPACITIES**

CRANKCASE = 5 QUARTS OIL BATH = 1 PINT (USE SAE 40W OR 50W OIL) GAS TANK = 18 GALLONS  
 TRANSMISSION, AUTO - 11.5 QUARTS (DEXON-II) 3 SPEED/OVERDRIVE - 3-3/4 PINTS (GL-4)  
 RADIATOR = 25 QUARTS, 26 QUARTS WITH HEATER REAR AXLE = 3 QUARTS (USE SAE 90 HYPOID GEAR LUBE)

**PART #**

**INTERCHANGE INFORMATION**

**BRAKES**

523614 BRAKE HOSE, FRONT: 14-9/16" LONG	EIS SP1141 (NAPA 11149 LENGTH UNKNOWN)
519637 BRAKE HOSE, FRONT: 13-9/16" LONG	EIS SP894
526184 BRAKE HOSE, REAR: 16-13/16" LONG	CAN SUBSTITUTE 1543003 (17-5/16" LONG)
531510 MASTER CYLINDER (1" BORE) 523918	NAPA 2796, WAGNER F2796, EIS E2796, RAYBESTOS MC2796
MASTER CYLINDER KIT	WAGNER F106471, EIS M13, RAYBESTOS MK137, UNITED 137
666858 STOP LIGHT SWITCH	ECHLIN SL134, STANDARD SLS27, FILKO SLS-24
535585 WHEEL CYLINDER - FRONT: 1-1/16"	FRONT: NAPA 19236, WAGNER F19236, EIS EW19236, RAYBESTOS
535586 WHEEL CYLINDER - REAR: 7/8"	WC19236
	REAR: NAPA 19238, WAGNER F40963, EIS EW19238, RAYBESTOS
535558 WHEEL CYLINDER REPAIR KIT, FRONT	WC19238
535559 WHEEL CYLINDER REPAIR KIT, REAR	FRONT: BENDIX 66821, EIS C618
	REAR: BENDIX 66828, EIS C619, WAGNER F13706

**COOLING SYSTEM**

440448 FAN BELTS	GENERATOR = DAYCO 155701, POWER STEERING = DAYCO 155501
1539084 RADIATOR HOSE (LOWER)	GATES 20637 (CUT TO LENGTH), DAYCO 81331/M13 (FLEX 1-3/4" I.D. 16-1/2")
1539087 RADIATOR HOSE (UPPER)	GATES 21631 (USE CENTER AREA)
440066 THERMOSTAT	SEARS 78539 OR 78541
458410 WATER PUMP	SEALED POWER PC-152, THOMPSON FP-1175

**ELECTRICAL SYSTEM**

1540065 BATTERY CABLE, POSITIVE = 48"	TRW 1-48
1540067 BATTERY CABLE, NEGATIVE = 22"	NEIHOFF 1-20
6480147 COIL: AUTO-LITE CAD-4001	(SUBSTITUTE 5-60 W/32-1 BRACKET), NEIHOFF AL179, ECHLIN IC-12
439961 RESISTOR: AUTO-LITE PU-4001	ECHLIN ICR-13
458578 CONDENSER	NEIHOFF AL31, ECHLIN AL-125, NAPA AL-868
519246 DIMMER SWITCH	ECHLIN DS102
6489834 DISTRIBUTOR: AUTO-LITE IBJ-4001-C	(IBJ-4001-E UPGRADE) USE SAE 20W OIL, 3-5 DROPS
458563 DISTRIBUTOR CAP	STANDARD AL-131, ECHLIN AL99 (55-56 PACKARD, 56 HUDSON/NASH)
LEAD WIRE	PRIMARY = ECHLIN LW60, GROUND = ECHLIN LW62
371245 ROTOR	BORG-WARNER D-104, ECHLIN AL65, NEIHOFF AL86
FLASHER	ECHLIN 536
1540825 GENERATOR: AUTO-LITE GJC-7002-F	(SUBSTITUTE 45-721) (USE SAE 20 OIL - 2 OILERS)
1540756 BRUSH SET	ECHLIN A-434
1540755 SPRING(2)	SPRING(2) ECHLIN SP-1
188476 BUSHING	BUSHING ECHLIN 5253
1539596 HORN RELAY	ECHLIN HR101
458361 POINTS	NEIHOFF AL11HV, ECHLIN CS720A (HD NAPA CS720P) GAP .016"
SPARK PLUGS	CHAMPION N12YC, XN12YC, N8-67B, AC R44LS GAP = .033"-.035"
472231 STARTER: AUTO-LITE MDF-6008	NEIHOFF AL-200 (60-73 DODGE)
6484212 STARTER SOLENOID:AUTO-LITE SAD4501	STANDARD SS202, CHRYSLER 1889799 (1956-59) ECHLIN ST-103
	(MISSING 12 VOLT WIRE TERM)
480082 STARTER DRIVE BENDIX	ACCURATE 3-205 (MCL 2123), AUTO-LITE 6018
666858 STOP LIGHT SWITCH	ECHLIN SL134, STANDARD SLS-27, FILKO SLS-24
1539451 VOLTAGE REGULATOR AUTO-LITE VRX-6008A	SUBSTITUTE 8-114), ECHLIN VR206
FUSE	FUSE ECHLIN VRF35

**ENGINE**

476060 HYDRAULIC LIFTERS	NAPA 213662, JC WHITNEY 37-731 (DODGE TRUCK 318", 1959-68 AND AMC 327" 1957-60)
474170 PISTON RINGS	CHEVROLET 350 CID PISTON RINGS WILL FIT

**FRONT SUSPENSION AND STEERING**

1540139 BELT, POWER STEERING PUMP	DAYCO 155501
679257 OIL SEAL, ROSS STEERING	VICTOR 49368 NATIONAL (340787) 240414

**FUEL SYSTEM**

6480506 CARBURETOR: CARTER WCBF-2394-S	(QUAD 1-1/4")
6484549 CARBURETOR REPAIR KIT	FILKO 24-2224A, BAILY 614219, BORG WARNER 100398, NAPA Z-5039A
440629 FUEL PUMP: CARTER M-2198-S	3-1/2 - 5PSI: AC 5594299, (HUDSON/NASH USED AC 5594293)
6484039 FUEL PUMP REPAIR KIT	

LUBRICATION	
OIL FILTER	WIX 51006, NAPA 1006, FRAM C4/C4P, WALKER DELUXE WD-36, PUROLATOR P-34, AC P 209
PROPELLER SHAFT AND UNIVERSAL JOINTS	
1541448 UNIVERSAL JOINT 664443 BEARING, PROPELLER SHAFT SUPPORT	NEAPCO 1-0153, AEC 521HD(153), PIT STOP 1004P NAPA 88107
REAR AXLE	
530573 OIL SEAL, INNER, R/A SHAFT - LEATHER 165167 CUP, R/A SHAFT BEARING (RACE) 530451 CONE & ROLLERS, R/A SHAFT BEARING	NATIONAL 40769S TIMKEN 14276 TIMKEN 14132T
SPRINGS AND SHOCK ABSORBERS	
SHOCK ABSORBERS	FRONT: MONROE MATIC 1007
TRANSMISSION, OVERDRIVE (BORG WARNER T-85)	
154818 OIL SEAL, OVERDRIVE HOUSING 134030 TRANS, OD BEARING 674869 OIL SEAL, SHIFT SHAFT	VICTOR 47441, NATIONAL 417538 FEDERAL MOGUL (BCA) 1207 VICTOR 49701, NATIONAL 340797
TRANSMISSION, ULTRAMATIC	
PACKARD TWIN ULTRAMATIC	ALUMINUM POWER GLIDE RINGS WILL FIT
WHEELS AND TIRES (7 : 10 X 15)	
473258 WHEEL BEARING, FRONT, INNER 473256 WHEEL BEARING, FRONT, OUTER 1539027 WASHER/RETAINER, FRONT GREASE, INNER 473259 CUP, INNER BEARING (RACE)Y 473257 CUP, OUTER BEARING (RACE)	AMERICAN BEARING A6 AMERICAN BEARING A2 NATIONAL 205017
MISCELLANEOUS	
WIPER BLADES 12"	

## DOME LIGHT DOOR AND LENS'-- REMOVAL - 1958 HAWK SERIES MODELS

No. 310 Feb 1956

*Please record this article on the service Bulletin reference Page at the end of the Body Body Section of your 1956 Passenger Car Shop Manual.*

Removal of the dome light door and lens assembly must be carefully performed to avoid damage to the hard board headlining panel. The door and lens assembly must be Rated rather than pried off.

### Removal Procedure

Grasp the dome light door and lens near the switch end and gently pull outward. Insert a long, thin screw driver blade or sharp awl about 1/2" to the rear of the switch from the lower edge. between the door and lens and light body assemblies. Twist or pry to part the door and lens from the body. Be careful not to damage the headliner. When separation his taken place. use a larger screw driver In the same manner to complete the removal. Reinstall the door and lens assembly carefully In the usual manner.

## INSTRUMENT BOARD AND INSTRUMENT GROUNDING - 1956 HAWK SERIES CARS

No. 312 April 1956

*Please record this article on the Service Bulletin Reference pages at the end of both the Body and electrical sections of your 1956 Passenger Car Shop manual.*

The Instrument board of the 1955 Hawk series cars is a fibre material. Therefore it cannot provide an electrical ground for the Instruments or instrument lights.

Electrical ground connections for the Instruments and instrument lights are obtained on the Hawk series cars through the connection of the speedometer cable housing between the speedometer head and the transmission. If the speedometer cable is not properly connected, the lights or instruments may not operate properly.

If additional grounding is required. It Is suggested that a braided ground strap. stellar to that need for radio suppression, be wrapped tightly around the oil gauge tube where It goes through the fire wall and the ends of the strap fastened to the fire wall with a sheet metal acres.

## SUMMARY

1. RALPH BASHOR CAUTIONS THAT POLYESTER FABRICS CAN BE HAZARDOUS WHEN WORKING AROUND HOT ENGINES.
2. CHUCK LAMPMAN STATES THE DODGE TRUCK 318" LIFTERS ARE A PERFECT NON LEAKDOWN REPLACEMENT VALVE LIFTER, REDUCE THE OIL LINE FITTING OPENING BY 1/32", BEWARE OF OIL PUMPS WITH THE VACUUM BOOSTER ON THE BOTTOM. CHUCK ALSO WONDERS IF THE FIRST 492 GOLDEN HAWKS WERE ACTUALLY SKY HAWKS WITH THE TOP FENDER CHROME STILL UNDER THE FINS.
3. TOM SNYDER WOULD LIKE TO HAVE A PHOTO AND/OR VIDEO TAPE OF YOUR 1956 GOLDEN HAWK FOR HIS DOCUMENTARY.
4. BRENT HAGEN KNOWS OF A SILVER MYLAR TAPE SIMILAR TO THE SILVER MYLAR FABRIC USED ON THE 56J.
5. RICHARD LANGWORTH CLAIMS THE NUMBER OF CARS PRODUCED AT SOUTH BEND AND LOS ANGELES WAS 3472 AND 601 RESPECTIVELY.
6. BILL GLASS TALKS ABOUT WIRING, GROUNDING, PAINTING AND OTHER TRICKS FOR KEEPING YOUR 56J RUNNING.
7. LARRY WEIDNER SUGGESTS WHEELS FROM CHECKER CABS AND 235-75/15 RADIALS, ALONG WITH SPRINGS/SHOCKS ETC. TO IMPROVE THE RIDE IN YOUR 56J.
8. THE WILLIAMSON BOYS ARE HOPING TO RUN THEIR 1956 GOLDEN HAWK AT BONNEVILLE IN 1992.
9. JOHN WILLIAMSON WILL HELP CROSS REFERENCE PART NUMBERS FROM HIS OLD NAPA CATALOGS (SASE REQUIRED).

*THE 1956 STUDEBAKER GOLDEN HAWK OWNERS CLUB  
C/O FRANK J. AMBROGIO  
1025 NODDING PINES WAY  
CASSELBERRY, FLORIDA 32707*