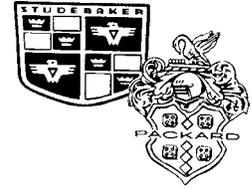


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 013

ESTABLISHED JANUARY 1, 1989

MAY 1992

## WHAT YOU SAID!

Hard as it may seem to believe, we are well into our fourth year together.

During the past 3+ years, many of you have volunteered to take on special projects as indicated below:

### SUBJECT

INITIATOR	ISSUE	PAGE
FRAME STRENGTHENERS		
CLAUDE SEVON	2	3
GRILL & TRUNK EMBLEM REPRO		
DAN WEBBER (vendor)	9	8
HEADLINER REPRODUCTION		
DONNA MULHOLLAND	9	1
INTERCHANGE PART NUMBERS		
JOHN WILLIAMSON	12	7
INTERCHANGE/SERVICE MANUAL		
GARY OAKLEY	3	14
PICTURES OF/VIDEO ON 56J		
TOM SNYDER (several issues)		
RADIO INFORMATION		
GEOFF FORS	2	5
REAR AXLE OUTER GREASE SEALS		
CLAUDE SEVON	7	7
REDESIGNED OIL PUMPS		
PACKARDS INTERNATIONAL	7	9
REPRODUCTION PARTS		
LEWIS DANDURAND	2	1
	3	14
SEAT BELT DECALS		
JOHN BRICHETTO (AUTOSPORT)	11	11
RECAST STEERING WHEELS		
LUTHER JACKSON (OR ME)	3	9
TORSION BARS		
CLAUDE SEVON	2	4
UPHOLSTERY INFORMATION		
JOHN RAISES	7	3
WHITEWALL TIRE MACHINE		
RALPH BASHOR	6	11

If your name is listed above, don't feel intimidated. I realize that in many instances, you may have been caught up in the "excitement" of what we were trying to do here and may have made a

promise that you just didn't have the time to get around to.

That is perfectly understandable, and I only printed the list to let you know that I appreciate the offer no matter what becomes of the project.

The status of most of the projects is unknown to me. Many may have been abandoned or pushed back by items of greater priority. After all, there are more important things in life than 1956 Golden Hawks.

If someone reports progress on a project, I'll pass it along. It's just that simple.

I think there is a natural tendency to read a newsletter and then file it away for some future reference which never occurs. I would suggest that you would find it very interesting to re-read all the issues. I did and came up with the above list.

If you wish more information on a subject, you may want to read the article as it appeared originally and then contact the individual in charge.

## THE AD LIBS

I will be happy to continue to print any want or for sale ads as you desire. You should realize however that 56J ONLY is printed when enough material becomes available to warrant printing another issue. Most of that material comes from you. Therefore, due to our lack of a regular publishing schedule, it could be many months before your ad appears.

This probably is not a problem for most of us as our projects usually are spread over a period of years.

If there is some urgency involved in your ad, I'd suggest you would probably do better by advertising in Turning Wheels, Hemmings, Cars & Parts, Old Cars, or your local newspaper.

Of course, you just can't beat our price.

## DEALS ON WHEELS

I had hoped to be able to find a new Old stock steering wheel which could be used to make a mold to be used to recast our steering wheels.

Repeated requests for a NOS wheel turned up nothing so I have decided to use the steering wheel from my car instead. It is in pretty good condition and, once restored, should make a good wheel for our project.

I have sent my steering wheel to Alger G. Dole of W.W. Motorcars Inc. in a town in Virginia. The wheel will be restored and then be used to make a mold.

I read an article in a magazine about steering wheel restoration. Of all the restoration processes researched in the article, two places were recommended as having processes which would give the best quality and endurance.

I wrote to both places, but only received an answer from Mr. Dole. I spoke to someone at W. W. Motorcars, Inc. about the process and I decided to give it a try.

They will restore my wheel, use it to create the mold, chip all the material from the metal rim, and then re-cast my wheel in the new plastic type material.

When this is completed, anyone **with lots of money** can send his/her steering wheel in and have it re-cast and painted as original for **only \$380.00**.

I know that this is an expensive way to get a (like) new steering wheel and I realize it won't appeal to everyone. In the last nine years, I have only come across one NOS steering wheel for a 1956 Golden Hawk and the price in 1983 was \$250.00. I wish I had bought it.

I haven't received the wheel back yet so I can't let you know how it turned out. I will try to report on it next time.

## COVER CAR

The new catalog of parts from Studebaker of California features a 1956 Golden Hawk on the front cover. The car is Seaside Green over Glenbrook Green and was assembled at the Los Angeles (Vernon) assembly plant.

The owner is our own Robert Fitch of Malibu, California. Studebaker of California owner Ed Reynolds shows a lot of class and good taste in selecting our favorite car. Catalogs can be purchased from Ed by sending \$3.00 to 1400 Santa Fe Avenue Long Beach, California 90813.



## FROM THE MAILBAG

(Letters are edited as required.)

### PETE OLMSTEAD GRANDVIEW, WASHINGTON

I've been doing some preliminary work on finding paint and interior vinyl for my newly acquired 56J. My green and white interior definitely appears to have gold mylar door panel inserts. At least one other member who owns a Ceramic Green/Snowcap White car tends to agree with me. I have not noticed you mentioning gold mylar, only silver. Could it be that these cars, which only came with vinyl interiors, were different?

I would like to hear from a Ceramic Green/Snowcap White owner who has restored his car, if, in fact, this has ever been done. I can only find Ceramic Green paint in the old Dupont Dulux. The dark olive vinyl for the interior does not seem to be readily available.

NOTE: Pete had this to add in a subsequent letter:

I talked to John Skalka, a Seattle Studebaker parts dealer and proclaimed owner of over 200 Studebakers including 6, 56J's over the years. I asked him - what was the color of the mylar on Ceramic Green car's door panels? He answered, without hesitation, "GOLD". He once owned a Ceramic Green with gold panels and knew of another at one time in the Spokane area.

He said the seat piping and headliner bolsters were silver. He also said that over the years he has seen a lot of different things come out of L.A., and this could be another.

I am convinced they were gold.

NOTE: Pete's address is listed under the new members below. His phone number is 509-882-3920). I could not find anything in the parts manuals about interior upholstery/mylar. I wrote to member John Raises who has an upholstery book. Here is what John had to say.

I received your letter concerning the color of mylar (silver versus gold) on 1956 Golden Hawks. The dealer upholstery book does not even mention the mylar, gold or silver. I looked through the complete book and there was not even a reference or sample of material.

In all the 56J's I've seen, the mylar has been silver or has turned yellowish due to age and water damage. Sorry I don't have a good answer.

**TOM SNYDER                      DYERSVILLE, IOWA**

I always read the 56J ONLY the minute it arrives. A few things to comment on:

I may not be on a 1973 list (Dec Turning Wheels) of owners of 56J, but I have owned mine since January, 1970. Over 21 years and still going strong.

In Iowa, the title to a car always lists the previous owner. Because of legal problems (I guess), when I bought the car from a gentleman in Wisconsin, plates were Iowa, and titled in Minnesota with the owner in Germany (Army). I bet I am the only 56J owner listed as the "previous owner"!

My car originally had an automatic converted to 3 sp/od when I bought it. My tach reads 1700 RPM at 55 MPH. Does this relate to 3000 RPM at 110? My MPG might be 16, but I doubt it, but with the original rear end, 1st & 2nd gear is as high as I can go in town.

Reference fire (Ralph Bashor's letter last issue): yesterday near Dubuque, Iowa, a car was destroyed by fire when a piece of metal on the highway bounced up and punctured the gas tank. Evidently, the gasoline was ignited by the hot exhaust pipe.

As a teacher, I have been grounds keeper the last 6 months for a park & baseball diamond involved with "The Upper Deck Field Of Dreams" weekend (hope you knew about Dyersville on the national news!). Anyway this spring I got caught in a gasoline explosion at the park. It melted my shirt and shorts, and burned my face & hair on arms & legs. The clothes were not polyester, but were synthetic (nylon).

Aloe Vera Gel coated on my body kept both scarring and pain down to nothing! Gasoline fumes are nothing to ever take for granted! I still have 12 stitches in my upper lip.

**LEWIS DANDURAND                      TUCSON, ARIZONA**

I have pulled another 1956 Golden Hawk off the streets and have enclosed the production order. This one has been in Tucson since around 1964. It now has a latter Studebaker full flow block V-8 and 3 speed transmission. Body is good, no rust, never repainted, but some primer. The chrome is good, removed in a box, but all there.

The interior is gone but enough left for patterns and samples. It's on my waiting list as is the other 56J I've had for some time. I've been in the building of storage barns this year. No

use restoring a car and leaving it out in this sun. I've enclosed a few bucks for postage, please continue sending the news on the 56J.

**BOB THOMPSON                      PORTLAND, OREGON**

Thanks for the information and the back issues. I'm enclosing a copy of the original production order. Right now there is no script on the front fenders, because they were replaced before I owned the Hawk.

I just got the car out of the transmission shop where it remained from June 10 to November 11. The bill was \$667 + \$600 I supplied for parts. The next step is to do the oil pump and check bearings, mains, and rod bearings. After this I should be able to drive without any lifter noise.

**I. H. WILLIAMSON                      HENDERSON, N. C.**

Thanks for much valuable information in your newsletter. Since my Hawk is a driver, quite often the many tips are most helpful.

Enclosed is a copy of the production order for my Hawk and a small check to help with postage. Keep up the good work.

Interestingly enough, my car still has the original engine (bored .155") and is painted yellow and white (near original colors). The automatic has been changed to 3 speed with overdrive and a floor shifter. The rear end is now a twin traction 3:07 from an Avanti which helps with gas mileage.

I am interested in replacing the floor shifter with a column shifter, however I'm not sure how much trouble this would be or where to find the parts. In addition, I'm looking for a tachometer sending unit, inside wind up antenna, back up lights and steering wheel (Probably like many 56J owners). Anyone having "extras" of any of these or information regarding, may reach me at 919-492-7357

**DENNIS DUKE                      MIDLAND, TEXAS**

I own a 1956 Golden Hawk and would like to be included in your roster. My car is not running and has never run since I've owned it. It has gone through a brand X engine swap with floor shifter. I'm missing quite a few parts, such as power brakes and steering, but I was able to purchase a 1956 Packard engine with ultramatic and have begun rebuilding the engine.

I do have a question about the transmission. All the pictures I have seen of ultramatics in Hawks show a short tail shaft, but both of my transmissions have long tailshafts. Is this a problem?

(NOTE: In a subsequent letter, Dennis adds the following:)

Thanks for the back issues 1-12 you sent. They contain a wealth of information.

My 56J was purchased 5 years ago from an individual who had rescued it from the wrecking yard. It is rust free but all glass was broken by vandals, including the gauges. The engine and transmission were gone, but I got an ultramatic and disassembled 320" Packard. Several years ago I purchased a transmission and a complete 374" and began rebuilding it.

If someone has a standard OD. setup complete, I would trade 2 Packard ultramatics. I also have 2 spare sets of heads and assorted parts from 2 spare engines. Maybe I could help someone and get some help also on my needed parts.

Maybe someone can suggest a machine shop to regrind my 374 cam shaft, or maybe someone has one. I am sending a check to help with postage.

**K. VICTOR SMITH      WINSTON-SALEM, N.C.**

Enclosed is a copy of the production order for the 1956 Golden Hawk that my parents bought in October, 1959. I just came back from my 30th high school reunion in Fairfax, Virginia. I drove the Hawk to my 20th and now my 30th. The 700 mile trip was trouble free. It is the car that I drove to school in my junior and senior years. I drove it in all the cavalcades to the football games, and to the prom.

Your article on the oil pumps was of great interest. My original engine (K1276) had the oil pump with the vacuum washer pump. The lifters had been replaced at 26,000 miles (1958) and in 1965 at 90,000 miles, Each time at an authorized Studebaker dealer that did not mention the pump update kit or new pump. The engine always had good oil pressure so I never suspected the pump.

The lifter noise was extremely annoying, and after spending \$200 in 1965 on new lifters, valve springs, and valve grind, the motor again sounded like a thrashing machine within 1000 miles. I was fed up, so in 1971, I had a Chevrolet 327 adapted to the original T-85 overdrive. The 327 is a good engine but I would have kept the 352 had I known

how to fix it. The only other modifications to my car are an Anson floor shift put in in 1962 (the column shift collar had been replaced at 26,000 miles and continued to lock up) and traction bars. I also moved the radio antenna from the left front fender to the right rear and put on a GT Hawk rear pan, tailpipes, and tach.

My car was shipped to Hardy Richardson motors in Alexandria, Virginia. We bought it from the second owner, Col J. O. Beckwith, who owned it for 1-1/2 years. I have a stack of bills where he had replaced front end bushings, mufflers, pipes, lifters, two gauges, all universal joints, steering column collar, and more. He drove the car only 11,000 miles. It now has 131,000 and could use restoration although I do drive it to Studebaker meets and cruise ins.

Two serious problems I have had include a cracked control arm (with the Packard engine) and both rear axles have snapped at the wheels.

Again, thank you for the back issues, you are providing a great service for 56J owners.

**BRUCE J. LACOSTE      SAN DIEGO, CA.**

I've enclosed a copy of the production order for my 1956 Golden Hawk. I've enjoyed reading your newsletter and all the help it has provided.

I've enjoyed my Hawk for a long time but I want to move on to something new. I've decided to sell the car. With the number of Hawks going down, I feel this is someone's lucky day. The car has new tires, interior, power steering, power seat, power windows, and a great aftermarket stereo. On the down side, the hood latch let go and I was very fortunate to find a replacement hood. The car will present a challenge for the enthusiast who wants a great classic to own. I'm asking \$6500 for the chance to own a part of Studebaker history. My phone # is 619-582-7233.

I will always have a love for Studebakers, especially Golden Hawks. I've had an idea for quite some time. I'm a photographer as a hobbyist. If you could solicit the help of everyone involved in keeping the history of the 1956 Golden Hawks in the thoughts of the public, then I would like to collect as many pictures of 1956 Golden Hawks to put in a calendar. Maybe even a book on

the above subject. This could be the start of something big.

Again, if you could list my car in the newsletter, I'd appreciate the help. Thank you for all your help. (NOTE: See the want ad section for Bruce's address).

**LARRY WEIDNER                      MENOMONIE, WISCONSIN**

Enclosed is a copy of the production order for my car and a little money to help with postage, etc.

While at the IOLA meet this past summer, one of my goals was to find someone who produced, cut and sewed carpeting for the 56J. I came upon a company called AUTO CARPET from Chicago, Il. They will make the carpet for me. he has patterns for 1958 and up Hawks but not for the 1956 Hawks.

He advised me not to buy the 1958 pattern unless I could confirm that the floor pans were the same. He claimed that the rear floor pans changed and some of the people who have taken a chance with the 1958 pattern found that it did not conform to the rear pans. He asked me to remove my existing carpeting, making sure to measure how much it had shrunk or moved away from the side panels, and send it to him.

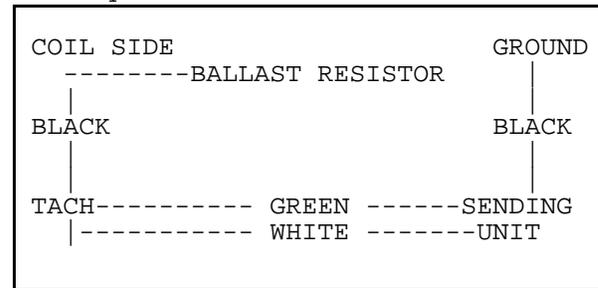
He would then use the original for a pattern and hold the pattern for other members of the club wishing to buy from him. As soon as the weather turns ugly, I will send the old carpeting and hope to have the new carpeting by Christmas. He quoted a price of:  
Front and rear rugs \$49.95. Padding \$18.00, Shipping and handling \$16.00, for a total of \$81.95

I've enclosed a copy of his flyer for you to reproduce, as he expressed an interest in sales to other club members. I'll let you know if I'm satisfied with the finished result.

I've also had a lot of trouble trying to get my tachometer to work. After a complete rewiring of the old and cracked wire and substitution of known working sending units and tachometer with no success, I decided that there must be something wrong with the way it was wired. The shop manual and other sources of wiring diagrams are of no help. They do not include the tach in the schematic diagrams.

I went to another 56J, traced each wire, and drew a simple schematic. I've enclosed that hand traced diagram for others who suspect that the wiring of

their tach may have been altered at some time in the past. My tach works fine now. It was just wired wrong all of these years.



Sure hope to meet you and other 56J owners in person some day. Perhaps a 56J meet somewhere in central USA?

**BRENT HAGEN    PORTLAND, OREGON**

The front page of the brake section of the 1956 shop manual states that power brakes were standard on all Golden Hawks. Does your data concur with this?

I've enclosed a copy of articles from a 1989 book called "Great American Automobiles of the 50's" by Richard Langworth and Cris Poole and the Auto Editors of Consumer Guide. Golden Hawk production is listed as 4071. In the article under 1957, they mention that Monroe experimented with rack and pinion steering on a 1956 Studebaker. I wondered if it could have been a Golden Hawk?

Was the 1956 Golden Hawk faster than the 1957? The speed test reports I've read seem very vague about this. (NOTE: Anyone have any information on Brent's questions?)

It's a small world! After two years of owning a 56J, I finally ran across another owner (actually two) face to face. I was attending the annual October swap meet in Portland. Claude Sevon was there selling parts, and I was introduced to another 56J owner, Bob Thompson. As it turns out Bob doesn't live too far from me and has a 56J the same colors and set up as mine.

I recently replaced all my shocks. They came (from) Sears and are a new line mfg'd by Gabriel for classic cars. They are available in hydraulic and air varieties. They go on sale when the rest of their shocks are on sale.

I just got back from a conference in San Antonio, Texas. While there, I ran into a new Studebaker enthusiast, Terrell Goodspeed. He has a body and paint shop and has restored several cars in the two years since he got started.

He used stainless steel (or chrome) mouldings, as used for custom vinyl tops, for the moulding holding the fins to the body. It looks sharp! You also might be hearing from him as he is purchasing a 56J to restore.

My car is slowly coming along. I finally got around to pulling the oil pan to replace the oil pump. The Nash oil pump requires a different drive shaft, so to keep from waiting, I sent my original pump to Packard International and received another in about 10 days - great service!. I pulled a cap off the crankshaft and discovered substantial wear on the main bearings. The crank was not scratched or scored, so I ordered a set of bearings from Packard Farm. I installed them with the engine in the car. The front four came out easy, but the rear required a "tool" to roll the bearing out. I ended up making one out of a small screw.

A point of interest, in the engine compartment of my 56J on the passenger side of the firewall, is the number X5123 written in what appears to be a grease pencil. I noticed Bob Thompson's car, **also** from the L.A. plant has the number X4216. These are large numbers about 3-4" high. It would be interesting to see if any other cars have them.

Fin hold down mouldings. At a restoration shop nearby, I found a source for 6 foot aluminum mouldings (1/2" wide) which should work great for the 69" steel ones. These won't rust and could also be painted although they look great as is. The cost - about \$8.00 each.

#### **DENVER BERKEBILE                      JOHNSTOWN, PA.**

Just a note to let you know that 56J #95 still survives. Enclosed is a picture of it today, after much hard work and money. It has undergone a much needed restoration, both engine and body. The only change not listed on your note is power steering.

The color is Mocha/Snowcap, interior is dark mauve and white vinyl (only mauve available is dark).

Replaced mylar with help from your Newsletter. I got it from Original Auto Interiors in St. Clair, Michigan. Very nice looking substitute and very close to original. Side grills are NOS and bumpers are rechromed.

I also got parts from Missouri through an ad in your Newsletter. I would guess I have parts from at least 5 states. Needless to say, the car was

very bad and much was missing when I purchased it. It had sat outside since 1984, and not run, so you can guess the overall condition. Happy to say it looks and runs great now.

I still have one problem, I can't come up with a speedometer pinion gear. After 3 failed tries, I quit guessing. The car has a one piece driveshaft, so it has to be a later model tailshaft. (trans #T86 CIA) overdrive case - tail shaft # R11-1E WG-DIV. Any help you could give me in identifying what pinion I need would be much appreciated. Somebody can surely identify these numbers. Here is some postage money.

I have a Sky Hawk 289 O.D. parts car and miscellaneous parts if anyone is interested.

#### **CLAES ANTONSSON    GOTHENBURG SWEDEN**

A few months ago I bought a pile of car parts which, according to the seller Ali Drimmer, when put together in a certain way, will become a Golden Hawk - 1956. There are reasons to believe him.

In the process of putting all the parts together, I think I will need all the help I can get, and therefore, I want to join the register of 1956 Golden Hawk owners.

NOTE: The production order on Claes' car shows a destination of Gothenburg, Sweden, and the Ship Via column contained the word "UNBOXED". The Description of Unit Equipment column, featured HD SHOCKS FRONT, HD SHOCKS REAR, and HEADLAMPS LESS SEAL BEAM UNITS. The paint was listed as ONE HALF P5641 EA COLOR (P5641 is Ceramic Green/Snowcap White).

#### **RON WENGER                                      CHAMBERSBURG, PA.**

Enclosed is a small check to help with the cost of putting out your informative newsletter. I have a couple of questions for you.

What color or colors is my Packard engine supposed to be in my 1956 Golden Hawk?

It is a 3 speed with O.D. now. I am interested in replacing it with a 4 speed. What will fit or work?

NOTE: If anyone can help Ron on the transmission, give him a call.

#### **BOB EDWARDS                      JACKSONVILLE, FLORIDA**

Looking for the "Good Guys"? You know, the Studebaker preservationists. Well here is a "Good Guy" and a Bad Guy, to be used only in pure emergencies. My Christmas wish list and the

extremes experienced are listed below so that other members may benefit.

QTY	ITEM DESCRIPT.	PART #	"G" GUYS	BAD GUYS
2	INLET MANIFOLD GAS-KET	648021 1	4.50 EA.	7.50 EA.
1	CARB. TO MANIFOLD GASKET	440613	3.00 EA.	6.00 EA.
2	VALVE COVER GASKET	458668	2.00 EA.	10.00 EA.
2	EXHAUST MANIFOLD - CENTER	446743	1.00 EA.	3.75 EA.
4	EXHAUST MANIFOLD - END	446742	1.00 EA.	3.75 EA.
2	EXHAUST PIPE FLANGE	440866	2.00 EA.	5.00 EA.
2	CYLINDER HEAD GAS-KET	440469	6.00 EA.	30.00 EA.
1	GASKET SET, OIL PAN	458671	8.00 EA.	20.00 EA.
		<b>TOTAL</b>	<b>45.0 0</b>	<b>153.0 0</b>

The "good guys" - Kliment Brothers, 2104 Ardmore Blvd, Pgh, Pa. 15221. Reluctantly given - the "bad guys" Kanter Auto Products, 76 Monroe Street, Boonton, N.J. 07005.

Ref: *THE HAWKEYE* #007 June 1990

I contacted Packards International 302 French St. Santa Ana, California 92701 Phone 714-541-8431 concerning their redesigned oil pump. I was instructed they no longer modify these pumps. Any suggestions where one might be purchased or modified?

**RICHARD PHILLIPS SPRINGFIELD, MISSOURI**

I originally drove my 56J 170,000 without any lifter problems, but I changed my oil every 1000 mi. My transmission failed at 80,000 miles due to radiator cooler failure and again at 170,000 miles I began to have shifting problems.

After reading all your newsletters, I will try to add a little input.

1. My car was painted the bi-level style white over mocha. The inner fenders and the firewall were white.

2. The same as Mr. Geoff Fors, I also used the metal dryer duct on my heater. I had a problem on damp rainy days, of fogging all of my windows. After I under coated the duct with rubberized under coating, this condition was corrected.

3. My 56J was equipped with a fiber type trunk mat and the ridge part of the deck lid was a contrasting color.

4. The fish paper in my headlamp switch was deformed so I soaked it in penetrating oil (not WD-40) and clamped it between two pieces of steel overnight. I then cleaned the contacts and re-assembled and have had no problems in two years.

5. For you non-perfectionists, I visited the local motorcycle shop and found that some of their turn signal lamps are almost identical to our back up lamps (just change the lenses).

6. One of my seat belts has a very good decal. If it is needed, contact me and I will be happy to loan it for duplication.

Frank, I also have an extra Packard engine #3982 with no prefix. Does anyone know what this is out of?

(NOTE: Item 1 above differs from the discussion I had with Richard Poe about the firewall being painted the darker color on 56J cars having the Snowcap White center.)

**DENNIS LARKINS LA CRESCENTA, CA.**

Enclosed is a small check to assist you in the cause of 56J ONLY. My Golden Hawk is doing well and loves being back in California at sea level. Somehow it never ran quite right in Santa Fe at 7000 ft. Those dual quads always seemed to be sending too much gas and not enough air.

I've managed to complete a few restoration details on my list (every little thing is so rewarding), but have much left to do before it is brought back all the way.

I did learn two interesting facts about the car from the mechanic who did the engine for the last owner. One being that 318 (Chrysler) lifters were installed and the other that it was bored out to 374 CID. I read somewhere that with dual quads, it was about 330 horses. It does like to run.

I called John Brichetto to inquire about the seat belt decals (see issue

#011) and besides you and me, not a single other owner contacted him with any interest. Naturally, he is not trying to lose money on his business so the project is on the back burner. He plans to talk to Newman/Altman this summer to see if they would like to underwrite some of the cost of a run. I don't know if it would do any good to put another encouragement in the newsletter.

You may have seen the Feb, 1992 issue of Cars & Parts magazine has an article on a D & R Auto Sales in Oregon which has lots of old cars including a picture of a 1956 G.H.

I called about it and they claim that it is mostly complete (missing some front end trim in the picture, but they claim the parts are in the trunk) and in decent shape. What I know about it is that it is a red body, white top (not stock Studebaker combo), automatic trans, power steering, serial # 6031698. They want \$1500. Further info: D & R Auto Sales P.O. Box 1440 Hemiston, Oregon 97838 1-800-554-8763 1-503-567-8048 (local).

#### **ERIC ROBINSON LANGLEY, BRITISH COLUMBIA**

Boy am I glad I heard about this Club! This stuff is great. Enclosed is a copy of my car's production order. My 63 GT is almost finished, then the GH will be next. As you can see, it will take a while.

I have already gotten a hood and some trim and am dickering on a rebuildable 352". I have also gotten wind of a gentleman in the Seattle area who lives somewhere in the woods and has a crypt of 56 GH cars on his back 40.

I have a few questions which some of the members may be able to answer.

Does or did anyone make speed equipment for the 352" engine? Is there any magazine/newsletter that has detailed pictures of 1956 interiors? Of the two, is a 1955 or 1956 President steering wheel the closest to the 1956 Golden Hawk? Did they use Studebaker rear ends in the Golden Hawk.

Some of these questions may seem commonplace to you but in Canada, it is suggested that only 70 Golden Hawks made it here (semi accurate though undocumented).

We have people here who could pick up a Studebaker part and tell you year made, date of construction, time assembled, etc. just by feel, but cannot

tell me much about 1956 GH's so this Club will be very helpful to me. I hope I can be of help to it. Enclosed is a little postage money.

#### **WANT ADS**

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

#### **FOR SALE**

1956 Golden Hawk, auto, not running, missing some parts \$1600; 1952 V-8 sedan, O.D., drives \$1000; both \$2100; 1960 V-8 sedan O.D., not running \$400; all solid. Sling type wrecker trailer \$1500. Entire lot for #3700.

Jim Mielke 6512 Chinaberry  
Plano, Tx 75023 214-517-7671

1956 Golden Hawk, auto, PS, PB, PW, P-Seat; \$6500

Bruce Lacoste 6528 Bell Bluff Ave.  
San Diego, Ca 92119 619-582-7233

1956 Golden Hawk, daybreak blue/airforce blue, Power front windows, power seat, tinted glass, rear seat speaker, NOS 374 engine, spoke wheel covers NOS rear axle (twin traction), seats upholstered with NOS fabric and vinyl, 3 speed/overdrive (floor shift), body #6. Restored in 1985 from a rust free California car at 82,000 miles, 2000 miles since restoration. \$12,500.

Chuck Berryman 6251 East Rd.  
Scales Mound, Il. 815-777-3252  
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### WANTED

Column shift setup, tachometer sending unit, inside wind up antenna, back up lights and steering wheel for 1956 Golden Hawk.  
I. H. Williamson, Jr. RT 8 Box 515  
Henderson, N.C. 27536 919-492-7357

Two rear brake drums, two wheels for 56J.  
Felipe Santana P.O. Box 3454  
Mayaguez, Puerto Rico 00709 809-851-5173

Two good rear brake drums and the small trim pieces between the rear fenders and the upper quarter behind the doors.  
George Maroney 9843 North Cut Road  
Roscommon, Mi. 48653 517-821-5427

Need a 3 speed/OD setup and a cam shaft. I have 2 spare cylinder heads and 2 ultramatics.  
Dennis R. Duke 5609 E. Co. Rd. 60  
Midland, Texas 79705 915-683-0052

Ultramatic shift-linkage and brackets, filler tube and dipstick.  
Richard Phillips 842 W. Seminole  
Springfield, Mo 65807 417-881-0196

Parts wanted regardless of condition from 1956 Golden Hawks only: correct and original steering wheels, tail light housings, Check mark mouldings (the "✓" moulding in front of fin), motor mounts. I can get these parts re-cast, re-chromed, or re-vulcanized.  
Frank Ambrogio 1025 Nodding Pines Way  
Casselberry, Florida 32707

### HERE WE GROW AGAIN

Our membership continues to increase as more and more 1956 Golden Hawk owners hear about us. Thanks to all those who have spread the word.

Please update your rosters as we welcome the following members.

- 114 Ken Falkenberry 2601 E. Cholla  
Phoenix, Arizona 85028
- 115 Bill Fergusson 13451 Cantara St.  
Panorama City, California 91402
- 116 Dennis Duke 5609 E. Co. Rd. 60  
Midland, Texas 79705
- 117 Elmer Johnson 6030 Browning Lane  
Bozeman, Montana 59715
- 118 Thomas Hlusik 6 South Myers Ave.  
Berlin, New Jersey 08009
- 119 Peter Olmstead 80 Mt. View Rd.  
Grandview, Washington 98930
- 120 David K. Fleming R. R. 1  
Smithfield, Illinois 61477
- 121 Wyatt Bowman 1393 Willow St.  
Atwater, California 95301
- 122 Bob Thompson 5906 N.E. Failing  
Portland, Oregon 97213
- 123 Ed Montgomery 835 Klem rd.  
Webster, N.Y. 19580
- 124 Claes Antonsson  
Camla Bjorlandavagen 153  
S-417 28 Gothenburg Sweeden
- 125 Richard Phillips 842 W. Seminole  
Springfield, Mo. 65807
- 126 Eric Robinson  
#2 20699 Eastleigh Cir  
Langley, B.C. Canada V3A4C3
- 127 Robert Lowry 414 Lowell St.  
Dallas, Texas 75214
- 128 Roger Cowan 5025 El Paraiso Ave.  
Sacramento, Ca 95824

## ENGINE MISS OR SKIP - 68J 6MODELS

No. 315 June 1956

Please record this article on the Service Bulletin Reference Page at the end of the Engine Section of your' 1956 Passenger Car Shop Manual.

There have been some reports or a miss or skip occurring In the Golden Hawk engines Used on 5\$J models. The reports were that the condition still exists after the engine has been thoroughly checked and tuned.

There is a possibility that some cross firing may exist at the ignition cable support brackets.

If the engine falls to respond smoothly on acceleration. particularly at the lower speed ranges. It may be caused by a cross fire between #5 and #7 cylinders. The cross firing may be the result of a pinched ignition cable between fingers of the cable supports breaking the wire insulation or because wires running parallel are too close to one another.

Recently, new Ignition brackets and cables were released which may be Installed where necessary to correct the misfiring. These new support brackets and cables are available as listed:

For Overdrive equipped cars:

- 1 - 6484554 Ignition Cable Set
- 1 - 8489377 Spark Plug Cable support Bracket- Right
- 1 - 6489917 Spark Plug Cable Support Bracket. Left
- 8 - 6489378 Spark Plug Cable Support Bracket Grommet

For Ultramatic equipped cars:

- 1 - 6484554 Ignition Cable Set
- 2 - 6489377 Spark Plug Cable Support Bracket
- 8 - 8439378 Spark Plug Cable Support Bracket Grommet

Installation of new brackets may be accomplished as follows:

1. Lift the Ignition cables from between the support fingers on all four supports, remove and discard the cylinder head supports and the supports under the coil.
2. install tile new supports by attaching the supports under the center and rear cap screws for the rocker cover. only one support Is used per side.
3. It will be necessary to cut off some of the cables to obtain the proper length between the supports and the distributor cap.

## CONTROL ARM BUSHING RETAINERS - ALL MODELS

No. 312 April 1956

Please record this article on the Service Bulletin Reference page at the end of the Front Suspension and Steering section of the 1956 Passenger Car Shop Manual.

The plain washers formerly Installed on the control are Inner shaft bushing retainer cap- screws &re to longer used In production. They are shown as Item 3. Fig. 8. on page 4 and Item 5, Fig. 12. on page 6 of the Front Suspension and Steering section of the 1956 Passenger Car Shop Manual. Therefore, It la necessary and important that the bushing retainer capscrew be torqued to the proper specification

## OVERDRIVE TRANSMISSION REMOVAL- 56J

No. 313 April 1956

Please record this article on Page 30, the Service Bulletin Reference page of the transmission section of your 1956 Passenger Car Shop Manual.

When removing overdrive type transmissions on 56J Goldenhawk, the clutch housing must be removed with the transmission as an assembly.

On thls model. the clutch throw out bearing return spring is attached to the front flange of the transmission. This makes it necessary to remove the transmission and clutch housing together to prevent damage to the return spring and facilitate removal and installation of the spring.

## INTERFERENCE BETWEEN BODY BOLT AND FRONT OF REAR SPRING - 1966 MODEL PASSENGER CARS

No- 314 M-V 1956

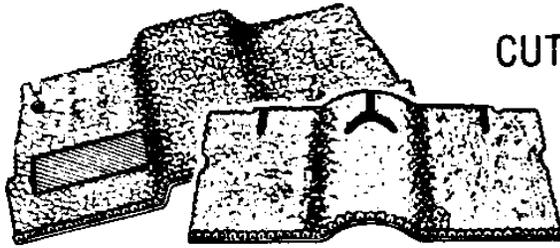
Please record this article on the Service Bulletin Reference page at the end of the Spring and Shock Absorbers section of your 1956 passenger Car Shop Manual.

Occasionally a noise may be encountered at the rear of the car that is the result of interference of the rear spring front eye and the body bolt above it.

Where this occurs, it is possible that the 1/2" thick shim at that body bolt location had not been installed which permitted the bolt to extend beyond its normal position. If interference results. a ants. part No. 311446X6. or a stellar shin improvised from tire stock should be installed.

If there is still interference with the proper shin to piece, the body bolt should be cut off 1/8".

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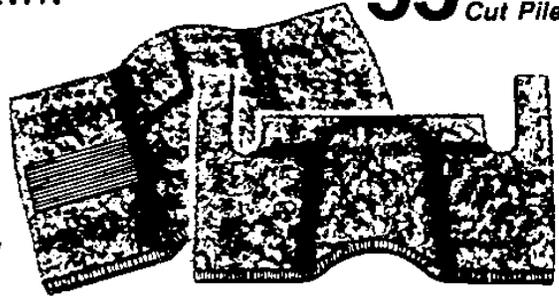
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## **SUMMARY**

1. BRUCE LACOSTE WOULD LIKE PHOTOS OF 1956 GOLDEN HAWKS FOR A CALENDAR.
2. BRENT HAGEN WONDERS IF ANY GOLDEN HAWKS WERE TESTED WITH RACK AND PINION STEERING, IF 56J IS FASTER THAN THE 57 GH, WHY THE PARTS MANUAL STATES THAT POWER BRAKES ARE STANDARD.
3. BRENT HAGEN STATES THAT SEARS IS SELLING A NEW LINE OF SHOCKS FOR OLD CARS.
4. PETE OLMSTEAD BELIEVES THAT GOLD MYLAR (INSTEAD OF SILVER MYLAR) WAS USED ON THE INTERIOR DOORS OF 56Js PAINTED CERAMIC GREEN.
5. DENVER BERKEBILE NEEDS HELP FINDING A PINION GEAR FOR HIS T86 TRANSMISSION.
6. BOB EDWARDS STATES THAT PACKARDS INTERNATIONAL IS NO LONGER DOING THE OIL PUMP MODIFICATION.
7. RICHARD PHILLIPS STATES THE FIREWALL ON HIS BI-LEVEL PAINT MOCHA/SNOWCAP CAR WAS MOCHA INSTEAD OF WHITE. SOME MOTORCYCLE TURN SIGNALS RESEMBLE THE 56J BACK UP LAMP. HIS 56J HAD A FIBER TYPE TRUNK MAT.
8. BRENT HAGEN FOUND A SOURCE FOR 6 FOOT ALUMINUM MOULDINGS WHICH COULD BE USED AS A REPLACEMENT FOR THE STRIP ALONG THE FIN ON OUR CARS.
9. DENNIS LARKINS STATES THAT ONLY 2 PEOPLE CONTACTED JOHN BRICHETTO OF AUTOSPORT ABOUT SEAT BELT DECALS.
10. DENNIS DUKE NEEDS A 3 SP/OD SETUP AND A CAM SHAFT. HE HAS 2 ULTRAMATICS TO TRADE. HE ALSO WONDERS ABOUT THE DIFFERENT LENGTH TAIL SHAFTS ON ULTRAMATICS.
11. TOM SNYDER CAUTIONS EVERYONE TO BE EVER MINDFUL OF THE DANGERS OF FIRE WHEN WORKING AROUND HIS/HER CAR

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