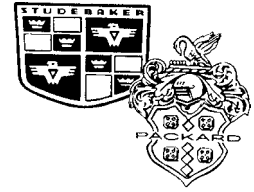


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 015

ESTABLISHED JANUARY 1, 1989

JANUARY 1993

## *I WANT THEM ALL*

The 56J project has two purposes. One is to provide a medium for information exchange among owners to help solve the various problems involving our cars.

After speaking with several owners, I discovered that we had experienced some of the same problems and I could have saved myself a lot of time and money had I just been able to speak to one or more of them first.

56J ONLY provides a way in which we can all speak to each other and gain the benefit of our collective experience. We have covered a wide range of topics in the past four years and, thanks to you, we probably now have more experts than ever before.

The second part of the project is for me to try to track the remaining 1956 Studebaker Golden Hawks. I thought it would be interesting to see just how many and which cars have survived, and once again, I need your help. I ask **you** to contribute your car's serial number, as a minimum, and any other information you can provide about your car.

If you own more than one 1956 Studebaker Golden Hawk, **please** make sure that you send me the serial and body number for each car. *I want them all.*

This is a club of registered 1956 Studebaker Golden Hawk **owners**. You must own at least one car and have sent me your car's serial number. You are automatically dropped from the owner's register if you sell your car and the new owner registers it with me.

If you have more than one car listed with me and you sell one, the next one on the list serves to keep your membership active. Once you have sold all your cars, you are history.

I don't charge (\$\$\$) dues because, if I did, many of you would never have

joined and then I wouldn't know about your car. As it is, I have counted over 100 names in the current *Studebaker Drivers Club* roster who indicate ownership of a 1956 Studebaker Golden Hawk and are not on our register. If they won't join for free, I hardly think they would pay for the privilege.

Many of you have contributed dollars to help with the expenses. This has been a great help and I appreciate it. Contributions however, do not assure you of continuing membership. Only your car's serial # can to that. If you plan to sell you (last) car in the near future, do not send me money. I have scruples and I can't be bribed.

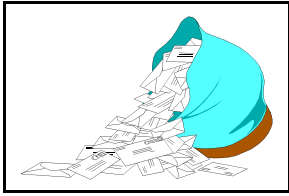
If you purchase a car at a later date, I will send you all the issues of 56J ONLY that you missed. So please, regardless of their condition, send me the serial and body number of every 1956 studebaker golden Hawk you own.

I would like to validate my records at this time as I have had a couple of computer problems in the past.

**Please** fill out the enclosed form, giving current information about you and your car(s) and return it to me. **Do not call me with the information as that just causes me to have to fill out a form for you.** I will use this form as the master record for each of you. This will give me some sort of consistency for my records and make it easier for me to make changes.

Anyone who does not return the form to me, will either be dropped from the register or fined \$1,000,000, whichever penalty is the most severe.

I'm joking of course, but I am serious in my desire to locate all the remaining 56J cars. Please help me by returning the filled in form.



## FROM THE MAILBAG

(Letters are edited as required.)

**BRENT HAGEN      PORTLAND, OREGON**  
July 17, 1992

The firewall on Bob Thompson's and my car are both white - not same as roof & body. This is original, as the numbers I told you about previously (5123- mine) were written on the firewalls at the factory.

Something new I noted: Bob's & my dashes have the sign "FASTEN SEAT BELTS" above the clock. The other L.A. car Bob & I parted out did not have this sign. I noticed that another car, 6031131 also does not have it. I wonder what the body cut off was on this. I have enclosed a picture of the dash showing the decal.

(NOTE: In 1989, I purchased a set of replacement seat belts from Ed Reynolds (Studebaker of California). A "FASTEN SEAT BELT" decal was included with the belts and other hardware. The decal looks identical to the one in Brent's picture and ironically I had mounted it on the dash above the clock in virtually the same location. It may be possible that 56J cars ordered with seat belts from the factory as mine was, did not have the decal, while dealer or owner installed belts had the decal in the box and may or may not have been added to the dash. The production order copy for Brent's car does not list seat belts while the production order for my car does.)

Bob is working on a 1956 Golden Hawk jacket. I am checking on stationery. We will advise if anything comes of it.

I am enclosing notes from the frame crack fix that Bob Thompson and I came up with.

(NOTE: See Brent's notes following the mailbag).

If anyone is in need of a N.O.S. Autolite distributor, they are available for \$100 from Tom Doherty, 104 Providence Rd. Westford, Ma 01886. Mr. Doherty also offers Ultramatic rebuilding service.

A while back, I called everywhere trying to find a "duffy plate" or steering post collar for my car with power steering & automatic transmission. I finally ended up talking to Mr. Fennesey. He had sold his last one a few years back and they were about \$80. He said he saw a roof pipe flashing that might work. I checked and it does!. There are a few different ones

available. I like the one sold at Coast-To-Coast hardware. It is called no-caulk vent stack roof flashing, Manufactured by Oatey, 2 inch. The cost is \$4.99.

The flashing is the perfect size and fits real snug on the steering post. It just has to have a few notches cut for the pedal and emergency brake (using the old duffy plate for a guide).

The chrome 1" air cleaner of 1964-1965 G.T.O.s and Corvettes fit our 56J Carter carburetor perfectly and looks sharp. It easily clears the hood and is a dry air filter we can use for regular driving. It takes a 1" air filter (WIX 42100, Fram CA117, AC A350C). Used ones range from \$25 on up at swap meets.

After finally getting my G. Hawk transmission leak fixed, I took it for a test drive to work.

About a mile from home I started to hear a scraping sound from the rear, like a brake rubbing. Two blocks later, as I turned to enter a freeway ramp, my rear axle snapped, right next to the brake drum. I was able to pull over and didn't have any other damage.

Ironically, my winter project was to rebuild a twin traction 3:31 rear end I had picked up this summer. I had noticed gear lash in the original 3:09 differential, but had no inclination of the weak axle.

By the way, a business called Brake Systems, Inc. 2221 NE Hoyt Portland, Oregon 97232 503-236-2116, rebuilds the Bendix Hydrovac unit. The shop foreman, Dave Schuler, will be happy to answer any questions.

### Current Prices:

P/N 374915 \$133.85 + shipping and \$45.00 core charge.

P/N 379700 repair kit is available.

P/N VSSC142C manufactured by Midland is a modern replacement for \$268.11.

**BOB EDWARDS      JACKSONVILLE, FL.**

September 19, 1992

Just a happy note to say hello and carry on the saga of the old badly designed oil pump.

Yes! It's true, Packards International is still -as they say- redesigning the engine oil pump but, you need to know more before embarking on this trip.

- 1 Two problem areas are mentioned.  
A. Pump drive bushing. B. Pot metal bottom cover plate.

Packards International will correct both problem areas for \$125.00 but, only correct for the poor initial design, not rebuild your pump ie. gears, case, etc. A rebuild if necessary (see pages 78-79 of 1956 Passenger Car Shop Manual), costs an estimated \$350 to \$450 if new gears are required and this is done by an old associate of theirs in Denver, Colorado. Total cost could easily come to \$550 and most likely will.

Pumps installed in the 1956 GH engines were fitted with a 3/16" cover plate blocking off the vacuum line, no longer required due to electric wipers.

- 2 If you feel excessive pump drive bushing wear, a local shop can change the bushing and re-surface the scarred cover plate for \$50 to \$75. That bushing should last another 80,000 to 100,000 miles.

- 3 Follow the check procedures for pump body wear in the shop manual, but also measure the gear wear. Measure the top and bottom of the gears. The difference in diameter is wear attributed to the pump drive bushing being worn. The gears are wallowing and scarring the bottom pump cover plate.

You can compensate for .004" to .005" wear by inverting the gears and resurfacing the cover plate along with, of course, a new bushing. Unless you drive your car very hard or 12,000 miles per year, this should be good for a heck of a lot of miles (50,000 to 100,000).

Remember you only have 1 problem, not both, and if the gears are worn in a cone pattern, you can choose:

Invert, mirror finish the cover and replace the bushing at a cost of less than \$100.00 OR

Forward to Packards International, modify cost = \$120.00 + shipping.

Forward to Denver, Colorado for rebuild at a cost of \$350/\$450 for a total of \$575.00 + shipping.

**CLAUDE SEVON AUBURN WASHINGTON**  
October 24, 1992

Enclosed is a check to help defray costs of the newsletter. Thank you for your efforts in keeping it going. Below

I've provided a restoration tip which may be of use to our members.

(NOTE: Poor reproductions copies of the photos Claude refers to are on a separate page).

### Hawk Floor Pan Replacement

This article provides a detailed account of floor pan replacement in a 1963 GT Hawk. The replacement floor pan was purchased from Classic Enterprises (see *Turning Wheels* ads). The floor pan was judged to be a good quality reproduction of the original floor pan for the Hawk series (1956-64 Hawks).

In the August issue, Bill Glass asked if a bolt was to be utilized at the tip end of the removable cross member. Inspection of the 56J shows that a captive bolt or stud is attached to the frame strut arm and thus a nut and heavy washer is used to tie the heavy cross member to the frame strut arm captive bolt.

The anti-rattle insulator between the frame strut arm and the heavy cross member is approximately 1/16" thick. The 1957 Silver Hawk (C model) uses a non captive bolt since the "hog trough" is not used for the C model and thus access is available at the frame strut arm and heavy cross member. In no case is a bolt used that goes through the floor board. The floor board has no structural strength.

The area to be cut out of the existing vehicle floor pan must be such that all rusted areas be eliminated such that the remaining floor pan area is essentially as thick as when the car left the factory (no rust decay). This allows proper welding to be accomplished when the replacement floor pan is welded in place.

A special tool was used to drill out each of the spot welds which were made at factory installation for the floor pan area which was to be removed. This must be done to allow removal of the rusted section of the floor pan. This includes the "hog trough" area spot welds.

When all spot welds are drilled out, a sheet metal nipper was used to cut out the floor pan area to be replaced. Make sure that the existing metal at each edge of the cut out is solid metal with essentially no deterioration due to rust.

The new replacement floor pan is then cut to include at least a 1/2" overlay at

all edges. I initially allowed more than an inch of overlay at the front and only when the fit was assured did I cut back to the one half inch overlay.

Each of the bolt holes which hold the floor pan to the frame must be located and drilled. This includes the front seat hold down bolt holes. I initially drilled each hole with a 1/8" diameter drill bit to ensure that the hole was properly centered. The 1963 Hawk had four (4) holes which must be located and drilled out. Great care must be exercised in obtaining hole location prior to drilling. I only did one hole at a time and checked the fit each time for both the initial 1/8" diameter locating hole and the final drill size required for the hold down bolts.

After the bolt holes have been located and drilled to size, the floor pan is painted. The paint selected was PPG DP-40 which is a 2 part epoxy primer.

The "hog troughs" and other areas such as the support plates are then sand blasted, painted and undercoated (see photo 1 & 2).

The floor pan is then welded in place using a TIG welding process (see photo 3). After welding, the seam edges are coated with a two part epoxy to seal edges (see photo 4). The floor pan is then undercoated to seal against further moisture effects (see photo 5).

This completes the floor pan installation. The photos show that the 1963 Hawk had factory air conditioning and thus the under seat heater is not installed.

All of the hard top models from 1956 through 1964 utilized the "hog troughs" to provide frame strengthening provisions. The 1957 Silver Hawk is a coupe style and thus the body itself provides frame strengthening. The Studebaker Lark used an "X" cross member in the frame because the body does not provide the frame stiffening that the hard top body provides.

Generally speaking, the frame for all the Hawks is weak in nature when compared to other makes of autos.

Although I do not consider myself an expert in auto restoration, I would offer to provide restoration advice to your readers either via telephone or by correspondence. Cars I have restored include a 1957 Silver Hawk and a 1962 GT Hawk.

I can be reached at 10720 SE 290th St. Auburn, Washington. 98002. Phone 206-735-3127.

**ED & DIANNA WEBB  
CARSON CITY, NEVADA**

December 1, 1992

We have begun to try to rebuild our 56J. What we feel like we are going to need, along with the information in 56J ONLY, is someone much more experienced than we are who we can talk to by telephone. Do you know anyone in the Nevada-California area who has the experience of rebuilding the 352 engine? We are living in Carson City, Nevada, but have not been able to find anyone here who can give us all the answers we need.

We would like to bore out the 352 to 374 and make it a high performance engine. We would also like to install a new modern 4 speed transmission.


If anyone knows of someone close by who would be willing to assist us, please feel free to call or write.

Thanks for everything that you have done for Studebaker, especially 56J only. Enclosed is a check to help with your costs.

NOTE: The address in Carson City is 2520 Meadowbrook, Zip Code 89701. Home phone 702-687-5920. Ed's number at work is 702-786-5231.

**LUTHER JACKSON      RUSKIN, FLORIDA**

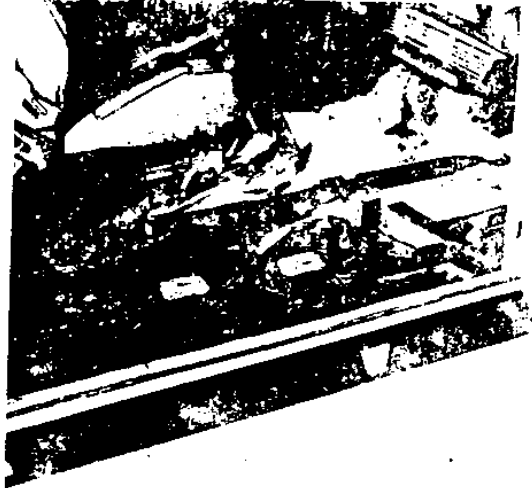
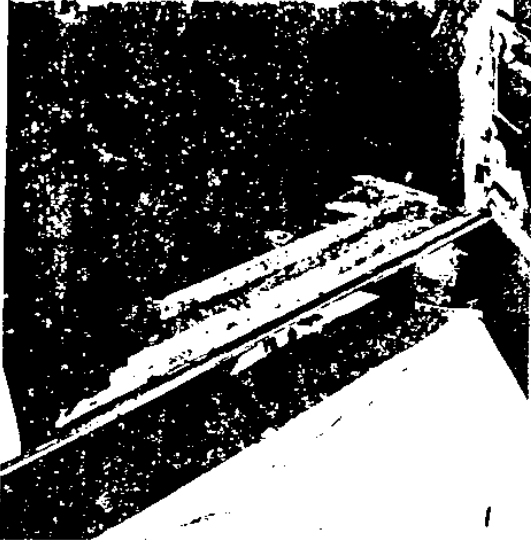
Luther has found a place which has some silver mylar. It is not the same pattern as the original, but is at least a good substitute.



Steve & Linda Honn

**Manatee  
Auto Trim Inc.**  
Auto, Home & Office Upholstery

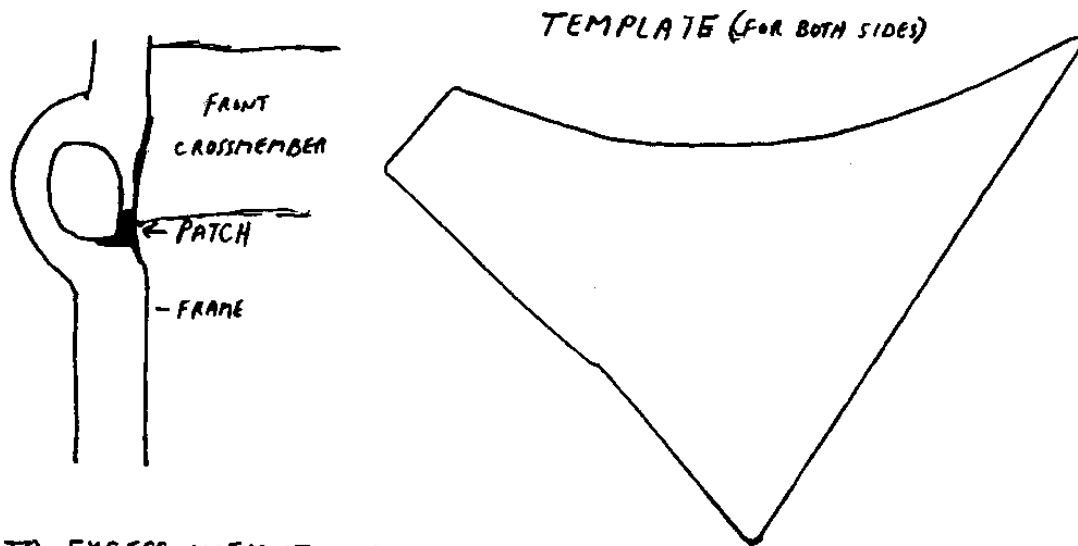
1307 9th Street West  
Bradenton, Fl 34205      813-746-4050



CLAUDE SEVON  
AUBURN WASHINGTON

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56J ONLY



DUE TO EXCESS WEIGHT ON FRAME WHERE THE FRONT CROSSMEMBER MEETS IT UP FRONT, STRESS CRACKS DEVELOP. ABOVE IS THE PATTERN FOR A 1/4" THICK MILD STEEL PLATE TO RE-INFORCE THIS AREA. SAME PATTERN WILL WORK FOR BOTH SIDES OF FRAME. IF YOU DON'T HAVE THE CRACKS YET, THIS WILL PREVENT IT. A 5/16" BOLT WILL REPLACE THE RIVET WHICH NOW HOLDS THE FRONT CROSSMEMBER TO THE FRAME.



**STEP 1:** - IF A CRACK ALREADY EXISTS, FILE IT OPEN IN TO A "V"  
 - POUND ANY RAISED EDGES FLAT  
 - CLEAN AREA VERY THOROUGHLY WITH A WIRE BRUSH & SOLVENT (THIS TO HELP INSURE A GOOD WELD - LATER ON)

**STEP 2:** - GRIND DOWN RIVET FLUSH ON BOTTOM (LEAVE TOP ALONE)  
 - DRILL A 5/16" HOLE WHERE RIVET WAS (GO UP THROUGH FRAME AND CROSSMEMBER)  
 - CUT OUT PATTERN (ABOVE) AND PLACE ON FRAME. USE A FLASH WIRE ABOVE THE HOLE (ON TOP OF WHAT REMAINS OF RIVET AND DRAW THE HOLE WHERE 5/16" HOLE WILL BE DRILLED)



**STEP 3:** - CUT OUT PLATE & DRILL HOLE ACCORDING TO PATTERN (DON'T PUT A HOLE IN PATTERN AS IT WILL BE USED AGAIN)  
 - BE SURE TO CLEAN PLATE & BUFF EDGES SHINY. ALSO BLUFF FRAME WHERE EDGES FOR PATCH WILL TOUCH (TO ENSURE A GOOD WELD)

**STEP 4:** BOLT UP PLATE TO ENSURE IT WILL FIT OR REMOVE PLATE & BOLT  
 - SHOULD BE 1/8" TO 1/4" LIP AROUND PLATE ON FRAME FOR WELDING

**STEP 5:** WELD IN "V" AREA. GRIND FLAT (OMIT STEP IF NO CRACK WAS PRESENT)

**STEP 6:** BOLT IN PLATE & DO A PERIMETER WELD (THERE SHOULD BE NO WELDING OF FRAME TO CROSSMEMBER - JUST WELD ON FRAME & PATCH)

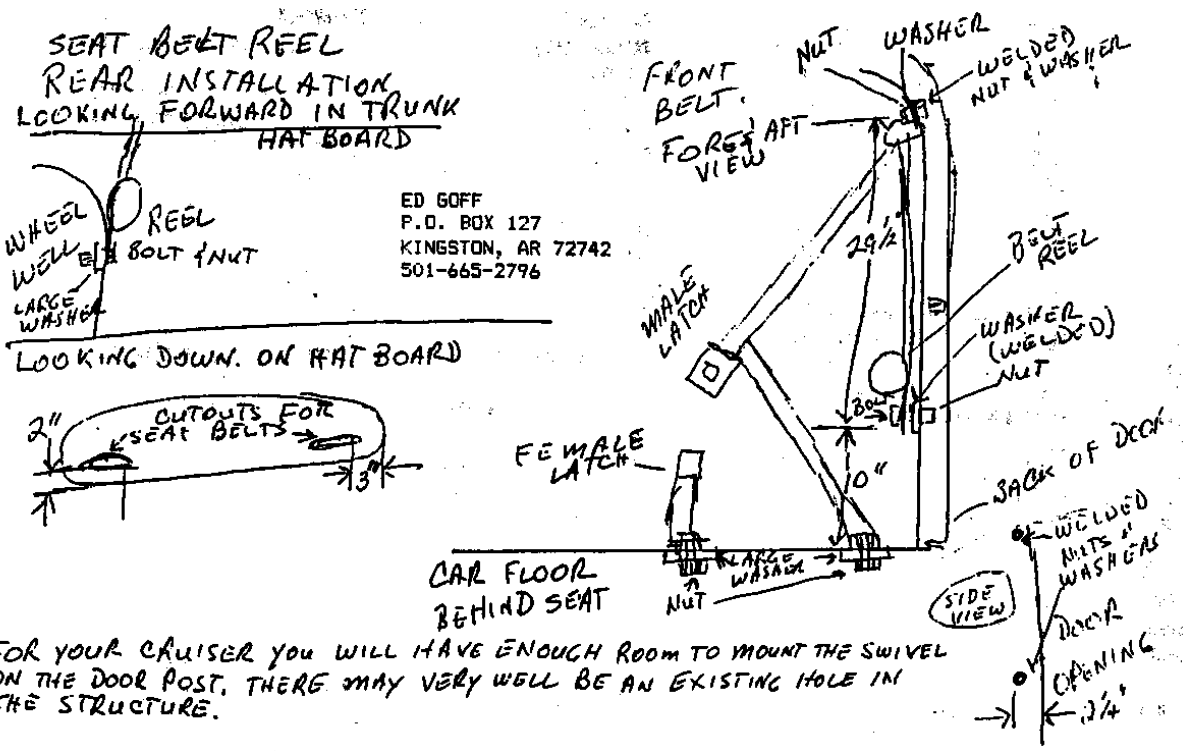
**STEP 7:** USE SAME PATTERN TO REPAIR/PATCH OPPOSITE SIDE



Mr Brent D Hagen  
 6220 SE 55th Ave  
 Portland OR 97206-6800

If this is not clear enough, just give me a call at 501-665-2796 - Ed

For Hawk (or probably for sedans too, or Isuzu Pickup)  
 I used reels from a ford courier pick up. Be sure and get all the mounting hardware, then get metric nuts for the hardware to screw into. There is some welding to be done with this installation, and I took large washers and welded the metric nuts to these large washers. (4 per installation). I did this so I could mount the nuts practically flush with the sheet metal, and it would give more area to weld to the structure and thereby be stronger. Of course the holes in the washers and nuts must be in alignment. To make sure of this I screwed the bolts into the nuts with the washers on the bolts. Just be sure not to weld your nuts to the bolts. For the reel mount drill a hole large enough to pass the nut through with the washer on the outside. Weld washer to structure. The swivel nut can be mounted on the outside of the structure because it is underneath the headliner. I did this while I had my hawk down for restoration, but you will have to be careful not to catch the headliner on fire. A MIG welder would work much better here. The other two holes are drilled in the floorboard behind the seat. I have not done this for the rear belts yet but have it figured out, I think it will work. Mount the reel on the rear wheel bulge in the trunk. Then cut a slot in the hatboard sheet metal to allow the male part of the seat belt latch to pass through. This would leave a sharp edge that would cut the belts, and the latch to pass back through the slot, so after the latch is pulled through use 1/4" alum. tubing, cut a slit in one side and cement this over the front and rear of the slot in the hatboard. This will preclude wear on the belt as it passes through. The lower end will have to be mounted behind the seats as in the front. The swivel will need to be cut off in this installation as it would not be needed.



FOR YOUR CRUISER YOU WILL HAVE ENOUGH ROOM TO MOUNT THE SWIVEL ON THE DOOR POST, THERE MAY VERY WELL BE AN EXISTING HOLE IN THE STRUCTURE.

(NOTE: Originally, there were 2-1/4 pages of the roster. This has been deleted as it is no longer valid.)

## **WANT ADS**

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

### **FOR SALE**

**1956 Golden Hawk** 3 sp/od, 374 CID  
Packard V-8, red/white, \$8500.

Bob Lehman  
8940 Parkland Dr  
El Paso, Texas 79925  
Tel. 915-591-4020

**1956 Studebaker Golden Hawk**, auto,  
runs great, Mocha/Doeskin, could use new  
paint, \$9500 OBO. Have an extra 352 CID  
engine (disassembled) which will go with  
the car or will sell separate for \$250.  
I have a working original tachometer  
\$100, speedometer cable \$20, stainless  
trim on hood under grill \$20.

Lowell Nickerson  
620 1st Ave. N.E.  
Largo, Florida 34640  
813-584-7960

**11x14 prints** of 1956 Golden Hawk,  
along with 1926, 2-1952's with Laurel &  
Hardy and Our Gang, 1934 with Newman  
Altman - Standard Surplus in background,  
1952 R Series trucks, 1957 GH, 1963  
Avanti, 1953 Commander hardtop, 1929  
President. 10 of one print or 10  
different at \$19.00. (includes shipping)

Richard Quinn  
20026 S. Wolf Road  
Mokena, Il. 60448

**Reproduction oil filter decal**, red  
with black lettering. Produced by  
*Autosport Specialties*. \$3.00 + SASE.

Frank Ambrogio  
1025 Nodding Pines Way  
Casselberry, Florida 32707

### **WANTED**

Parts wanted regardless of condition  
from 1956 Golden Hawks only: correct and  
original steering wheels, tail light  
 housings, Check mark mouldings (the "v"  
moulding in front of fin), motor mounts.  
I can get these parts recast, replated,  
or revulcanized.

Frank Ambrogio  
1025 Nodding Pines Way  
Casselberry, Florida 32707

### **SPECIALTY ITEMS**

**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

**Studebaker paints**, 1929-64, acrylic,  
enamel and lacquer.

Automotive Paints Ultd.  
919-599-5155 (NC)

**Studebaker tachometers** converted to  
modern circuitry. We repair all  
American, foreign, mechanical and  
electronic speedometers and tachometers,  
we remanufacture dials, odometers and  
printed glass. Call or write for more  
info and our free price list.

APT Speedometer Specialists Inc.  
9632 Humboldt Ave S.  
Bloomington, Mn 55431  
612-881-7095 7 days/nights



## ALTERNATE PARTS/SERVICES

Antique Auto Parts Cellar  
Tom Hannaford, Jr.  
P.O. Box 3  
South Weymouth, Ma 02190  
Tel. 617-335-1579  
(Engine Parts)

Antique Automobile Radio  
Dan & Bernie Schulz  
Box 892  
Crystal Beach, Fl. 34681  
800-WE-FIX-AM FAX 813-789-0283  
(Radio restoration/parts)

Carson's  
235 Shawfarm  
Holliston, Ma. 01746  
Tel. 508-429-2269  
(Engine/chassis parts)

Daytona Parts Company  
Ron Hewitt  
1480 Turnbull Bay Rd.  
New Smyrna Beach, Florida 32168  
904-427-7108  
Carburetor kits/rebuilding service

Doherty Automotive  
Tom Doherty  
104 Providence Rd  
Westford, Ma 01886  
508-692-8032  
(Mechanical, Ultramatic & body service)

Egge Machine co.  
8403 Allport Ave.  
Santa Fe Springs, Ca 90670  
Tel. 213-945-3419  
(Engine parts)

Patrician Industries  
Joel Ray  
26444 Nona  
Dearborn, Michigan 48124  
Tel. 313-565-3573  
(Engine/Ultramatic parts)

Pioneer Antique Automobile Parts  
16 Church Street  
Osprey, Florida 34229  
Tel. 813-966-3666  
(Engine/Chassis parts)

Pot Metal Restorations  
4794-C Woodlane Circle  
Tallahassee, Florida  
904-562-3847  
(Plating service)

Terrill Machine Inc.  
Rt. 2, Box 61  
DeLeon, Texas 76444  
Tel. 817-893-2610  
(Engine Parts)

## HERE WE GROW AGAIN

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

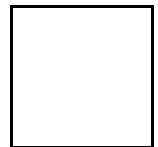
Please update your rosters as we welcome the following members.

Due to the dramatic increase in our membership since the last roster was printed, I have included a new, and hopefully correct, roster with this issue. If your name is not on the roster, or if there is an error, please let me know. It could be that I lost the serial number for your car.

## **SUMMARY**

1. BOB EDWARDS HAS MORE INFORMATION ON THE OIL PUMP AND ITS PROBLEMS.
2. BRENT HAGEN STATES THAT THE CHROME 1" AIR CLEANER OF 1964-1965 GTOS AND CORVETTES FIT OUR 56J CARTER CARBURETOR. HE HAS A SOURCE FOR HYDROVAC REPAIR AND ALSO HAS SUBMITTED A CRACKED FRAME FIX. HE HAS A "FASTEN SEAT BELT" DECAL ON HIS DASHBOARD.
3. CLAUDE SEVON WILL HELP WITH YOUR RESTORATION QUESTIONS. HE HAS SUBMITTED A FLOOR PAN REPLACEMENT PROCEDURE.
4. STUDEBAKER DRIVERS CLUB MEMBER ED GOFF HAS DEVISED A METHOD TO INSTALL SEAT/SHOULDER BELTS IN HAWKS.
5. ED & DIANNA WEBB NEED HELP IN REBUILDING THEIR 56J ENGINE.
6. LUTHER JACKSON HAS FOUND ANOTHER SOURCE FOR SILVER MYLAR DOOR PANEL MATERIAL.
- 7.
- 8.
- 9.
- 10.
- 11.

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



**MAIL TO:**