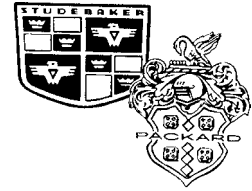


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 016

ESTABLISHED JANUARY 1, 1989

JUNE 1993

THANKS

Thanks to those of you who responded by returning the little questionnaire which I had included in the last issue and thanks also to those of you who made a contribution. Several new serial numbers were included in your responses which brings the number of 1956 Golden Hawks which we have located to 179.

Out of 132 questionnaires mailed, 71 were filled out and returned. This included 3 who indicated they had sold their car. If you were among the 61 who did not send me your form last time, I hope you will take the time to do so now. If you lost the form, just send me the serial number of every 56J you own.

I hope you will continue to update me on any 1956 Golden Hawks you buy or sell.

YEAR ONE

Some time ago, member *Bob Edwards* sent me a packet of legislative alerts compiled by *Year One, Inc.*, the musclecar parts producer in Tucker, Ga.

The packet is far too large for me to distribute, but you can request your own copy by calling 800-950-9503 or writing to *Year One, Inc.*, Legislative Alert Packets, P.O. Box 129, Tucker, Ga. 30085.

The packet contains information about the various "clunker" bill type legislation and the things we need to do to see that our interests are protected. I can assure you that you will be amazed at what is going on.

Thanks to Bob for making me aware of the effort by *Year One, Inc.*, and I urge everyone to get involved, even at this late date, as sooner or later you will be affected by the outcome.

PARTING OUT

Later in this issue, Tony LaForti of Wood Dale, Illinois asks about the tail light housings, motor mounts, steering wheels, and check mark moldings I have been requesting.

The idea is to get a supply of parts to offer on an exchange basis. I could ship the part immediately and then get the exchanged part(s) re-done. I would only charge an amount equal to my costs + shipping.

To date, I have received no (0) motor mounts, 1 steering wheel, 2 sets of check mark mouldings and 1 set of tail light housings. I have decided to abandon the project due to lack of interest and the fact that you can deal directly with the people I would have dealt with.

The tail light housings are being reproduced by Studebaker of California, the motor mounts can be re-vulcanized by Steel Rubber Products, the steering wheels can be remanufactured by Algar Dole of W.W. Motorcars (all these options have been explained in previous issues of *56J ONLY*). The only thing left is the check mark moldings which you could get re-plated anywhere. I have been using *Pot Metal Restorations* in Tallahassee.

I will re-do the parts I have already received and offer them for sale at a later date.

MAZDA, NO, G.E.

Page 2 of the Electrical System section of the 1956 Passenger Car Shop Manual lists lamp bulbs location, voltage, and number. With the exception of the headlight, all the bulbs show a Mazda number. Of course, I immediately assumed this to be the Mazda company from Japan.

The January 21, 1993 issue of *Old Cars News & Marketplace* had the following in

the Questions & Answers section and I assume it relates to the above.

Questions & Answers By **TOM BROWNELL**

Q. In the Dec. 17, 1992 issue, Stan Sutkin asked about the Mazda trademark on old electrical parts. The Mazda name was a trademark of General Electric Co. as early as 1916. I have enclosed a copy of an ad from the May 1916 issue of National Geographic explaining the Mazda name.....

Les Gehlsen, Carroll, Iowa.

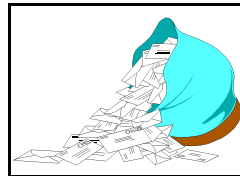
A. The text in the ad Mr. Gehlsen sent states, "Instead of one manufacturer's spasmodic development of his product, Mazda Service substitutes a systematic, all-inclusive study of incandescent electric lamps for several manufacturers." The ad goes on to explain the meaning of the Mazda name, which it says is ". . . the trademark of a world-wide service to certain lamp manufacturers. Its purpose is to collect and select scientific and practical information concerning progress and developments in the art of incandescent lamp manufacturing and to distribute this information to the companies entitled to receive this service. Mazda service is centered in the Research Laboratories of the General Electric Co. at Schenectady. The mark MAZDA can appear only on lamps which meet, the standards of Mazda Service. It, is thus an assurance of quality. This trademark is the property of the General Electric Co." Dave Webber of Marstons Mills, Mass. also responded to the Mazda light question stating that in addition to automotive light bulbs, Mazda produced vacuum tubes for battery chargers.

An additional comment was made in the January 28, 1993 issue of *Old Cars News & Marketplace* in the Questions & Answers section which follows.

Q. In response to Stan Sutkim's question about Mazda bulbs, Mazda was a trade name under which General Electric marketed light bulbs from the '20s through the '40s. Why "Mazda'?" Mazda - Ahura Mazda to be correct - was the god of light in the ancient Persian religion of Zoroastrianism. **T.W. Jentsch, Kutztown, Pa.**

A. The Mazda light bulb question brought responses from a number of our readers. David Gracey, of Appleton, Wis., writes that he recently purchased two strings of quite old Christmas tree lights in their original boxes. Statements that the light strings are "equipped with General Electric Mazda Lamps" are printed in several places on each box, Mr. Gracey reports. He goes on to note that GE obviously used the Mazda

trademark on other than automotive bulbs. Jim Boyden, of San Jose, Calif., commented that many of our readers will recall calendars and other advertising copy used by GE-Mazda lamps in the '20s featuring idyllic scenes that tied in with the Persian god theme, which were painted by artist Maxwell Parrish. The originals of these paintings are highly collectible today, Mr. Boyden adds. Peter Wells, of Peterborough, N.N., reminds us good humoredly that Ahura Mazda has since been eclipsed by Thomas Edison.



FROM THE MAILBAG

(Letters are edited as required.)

ERIC ROBINSON LANGLEY, B.C.

JANUARY 8, 1993

I am writing to tell you of the so called crypt of 56J's in Eneimclaw. Well it turns out there were only 2 56J's and 2 Speedster body shells, 3 of the 4 now being mine. My friend Frank Loucks owns 1 of the 56J's and would like to be a member of the Club. He asked me to send his car's production order in as per request. His address is 5511 44 Ave. Delta, B.C. Canada V4K 1C9. This man is going to be a great asset to the Club (his is #6032264).

Mine is #6800464, unfortunately, mine is for parts as the blackberries it laid in for so many years did their job in rusting out the body, but it does complete my needs with parts. I am ready to start my project of restoring 6800367, the only thing I am missing is the air cleaner.

I have a couple of questions. 1 is on 6800367's option list. There is a #34 which is not listed on Richard Quinn's accessories list. Does anyone know what it is? Also could any club member(s) send me pictures of the 56J interior engine compartment, front, back, and both sides. If you will send me a price for this service before you send the pictures, my address is in the roster.

I had the occasion to talk to member Claude Sevon (Auburn, Washington) on the phone and am looking forward to meeting him in person very soon. I also hope to

meet other members some day, maybe at Portland in July 1993.

Anyway I anxiously await the next Newsletter and again thank you for your help.

(NOTE: Option #34 is probably an error on the initial record or in translating the data to the form at Newman & Altman. If you think there is an error on your car's production order copy, I suggest you ask Newman & Altman for a verification.)

PATRICK SCHAFFER PHILCO, CA.

January 17, 1993

My car came with the ultramatic and apparently, no options. I can't believe a car would come without a heater/defroster, or that it wouldn't have been ordered.

The car is mechanically quite together but needs a complete restoration. Because of this, it's on the back burner as I want a driver, but (famous last words) I hope to make it a saturday only vehicle.

Did Packard offer its own standard transmission that would bolt up to the 352?

ROBERT WASHINGTON

BALLSTON LAKE, N.Y.

January 19, 1993

Enclosed is the information you requested (no charge). I too, experienced a forced early retirement - a common occurrence in today's society what with downsizing and bankruptcies. I sense the recession (more like a depression in the northeast) will linger through the 90's. It puts a damper on an interest such as ours, limiting discretionary income.

The independent garage where I used to take my Studebaker for the heavy work went out of business because of new federal and state regulations. There are very few dependable independents left and I believe they will soon be all gone. The world is changing and it is becoming more difficult to continue in our hobby.

Fortunately, my old mechanic set up a private small "business" in a barn on his property, and presently has my Golden Hawk, rebuilding the engine and the ultramatic. He'll keep the car all winter, but I'm confident he will do a good job.

You have gotten correspondence from Bill Glass from time to time. I am the one who got him the headliner for his car. I have many other parts, including a spare engine and transmission.

Everything is used but in good condition. Body parts include two 1956 hoods, trunk lid, right door, windows, etc. I can't ship the big parts, but if

anybody wants to come and get them, they can have them at reasonable prices. I am willing to part with most of the parts.

Thanks again for all the effort you have put into 56J ONLY. I hope you can continue this labor of love. I am enclosing a small check to at least cover some of my costs.

DENNIS LARKINS

LA CRESCENTA, CA

January 1, 1993

In response to your announcement of changing circumstances, I wanted to take this opportunity to again thank you for your outstanding service in the cause of our favorite exotic Studebaker and wish you continued happiness and personal reward in your upcoming retirement. Regardless of the frequency of future issues of 56J ONLY, any additional information you are able to share through its pages can only enhance what is already a wealth of information.

Progress on my car this past year has been fairly minimal due to work demands, but I did manage to upgrade some of the chrome trim, improve some detailing and acquire a very rare accessory emergency brake warning light (very gem-like & beautiful).

My plans, for switching transmissions from ultramatic to 3 speed/OD, continue to be delayed due to work load and I'm still searching for a steering column w/power steering, hard to find.

Best wishes in your endeavors. I've included my yearly contribution to the cause.

JOHN RAISES

PLATTSMOUTH, NEBRASKA

January 18, 1993

Keep up the good work. The article I have enclosed may be of interest to you and other club members. Does anyone know how the Golden Hawk in the article did in future races and where it is today?

McCulloch sold a supercharger for the Packard V/8 engine and advertised in *Motor Trend* magazine that they had installed one on a 1956 Golden Hawk. Has anyone any experience with that set up?

I took a picture in 1974, at a Studebaker meet, of a 1954 Packard hardtop with a 1956 Packard engine installed in place of the straight 8. The car also had the complete supercharger set up installed. I've heard of a few other attempts to install a supercharger on the Packard V8 but this one looked very professional.

Well I must get back to work. Trying to start my own company after being laid off in 1991. I'll send you more info in the future.

GEOFF FORS MONTEREY, CA.

January 18, 1993

Thanks for the latest newsletter and survey sheet which is returned to you with this letter.

I guess there just isn't that much technical information unique to 56J cars, and Turning Wheels has published most of the more common restoration and repair articles over the many years the club has been active.

I am probably not alone in being one of those people having a car stored away for some time in the future when there will be time, space and money to restore it. Most of us try to collect parts we think we'll need as we go along. I have kept my "basket case" car for almost twenty years now, enduring hardships and sacrifices during college, grad school, and unemployment in order to pay for storage space all these years to save the car for posterity. I'm sure others have done the same, and I will always most admire those restored cars which only have survived because of someone's unflagging determination to preserve them no matter what was required,

Some questions I have are no doubt shared by others, and perhaps someone in our "group" knows the answers:

1) Surely there is some generic muffler which will fit the 56J and which can be obtained at K-Mart or similar discount houses instead of the rather expensive and dwindling supply of NOS mufflers? Has anyone tried the stainless mufflers offered by several sources?

2) Has anyone had good luck with a rebuilder of the Ultramatic? How can the Ultramatic be most economically shipped to a rebuilder? I seem to recall a restoration shop in Southern California was marketing a kit to replace the Ultramatic with a Chrysler Torque-Flite. Does anyone know about this or has anyone tried it?

3) How many cars have what appear to be people's names written on the inside of the fins in pencil? I have this in mine and I have talked to another Los Angeles production 56J owner who also has names written inside the fins.

4) Has anyone tried out one of the inexpensive MIG or TIG wire welders as are advertised in *Hemmings*? I have a friend who is a professional welder, and who tells me that the welders which run on standard 120 volt house circuits are not worth buying and that the 220 volt

welders are only capable of welding light sheet metal and require expensive special reels of welding rod wire.

5) Has anyone tried out the new HVLP (high volume low pressure) paint spray rigs advertised in *Hemmings*? I have a painter friend who tells me that they have a tendency to clog up frequently during use.

I have a technical tip that may help somebody. On cars which have been stored outside or are used in humid climates, some strange electrical problems can crop up which can eventually be traced to corroded rivets on the fuse block under the dashboard. The cure is to carefully remove the wires from the fuse block, marking them for reassembly in the correct places, then removing the fuse block and soldering the rivets to the items they are holding in place in order to eliminate intermittent connections. I had unlit brake lamps which, for once, turned out to be the result of a corroded fuse block rivet assembly instead of a bad switch.

Many electrical problems are also the result of bad grounds. Most of the electrical components require a good ground to the body to function properly. When they don't get it, all sorts of weird things can happen, particularly in the lighting circuits. Intended lamps can light dimly or not at all while unintended lamps may burn brightly as current feeds through them looking for a ground. Everything needs a clean connection to body metal. Unfortunately, this is also an invitation to rust, so the usual rust-preventatives should be applied after making sure that such things as lamp socket shells have a good connection to body metal.

Thanks again for your efforts on behalf of 56 Golden Hawk owners. As always, if anybody needs any information or help with Studebaker radios, I have schematics and some electrical parts available.

LEWIS DANDURAND TUCSON, ARIZONA

January 18, 1993

I plan to restore 6032950 as it is a rust free complete car, but has had a 289 and 3 speed installed in it. I may use the engine parts from the other 56J which I have no title for. Number 6031047 has some rust, the wrong hood, and the engine has been apart for years. Enclosing some postage money.

I have just finished my 1942 Commander Skyway cruising sedan, and have my 1958 Packard Hawk torn down for rust repair and paint. The 56J is in the barn on the

waiting list. I have another 1942 which I am trying to put together also, a President Skyway Land Cruiser with the straight eight.

Too many irons in the fire, I hope I can last long enough to finish everything I have started. I have others sitting around which I know I will never get to.

HOWARD HINSHAW BELVIDERE, TN

January 19, 1993

I always look forward to receiving each new issue of 56J ONLY and I'm happy to send the info you want. Jeff, my son, and I want to keep receiving the publication and we will try to send something you might print. His current address is listed on the owners registry.

Jeff and I still own the cars listed in the roster plus the other I've listed. The #2 car has a 3 speed W/OD and is for parts. The #3 car is very restorable and also has a 3 spd W/OD. I have another 56J with a very good body and rolling chassis with no engine, transmission and no serial number.

I ordered two 352 Packard gasket sets from Kliment Bros. in Pittsburgh, but they were sold out and cannot find gaskets from any supplier. If you find another source of gaskets, please print it or let me know - "the Good Guys" price, that is!!

Enclosed is a check from Jeff and me to help defray expenses. Keep up the good work.

JEAN THOMPSON LINO LAKES, MN.

January 25, 1993

Just finished mine - almost a body off restoration. I have \$16,000 in it. It was a wreck when I bought it from a guy in Elisen, Mn. He got it from an uncle in N.J.

It took 1½ years to do. I'm showing it at the "World of Wheels" car show in February at the St. Paul Auditorium. I love this car, lots of guts and go, .040 out pistons and all!

Complete mechanical rebuild. Everything that moves was re-furbished. Everything works, no power windows but everything else. Interior - blk/wt & blue/green cloth inserts with silver threads.

(NOTE: It is always good to hear about someone getting their car finished. Thanks Jean.)

TONY LAFORTI WOOD DALE, IL.

January 25, 1993

My old car #6030593 was sold to Bob Kayptan in Joliet, Il. for Studebaker parts for my new, or at least in better

shape, 56 GH. In 1992 I had three 56 GH cars. I have kept 6030867 56JK7-1163 because it was the best of the lot.

You ask for motor mounts, check mark mouldings, and tail light housings. Is this for you or do you intend to provide a service for 56J club members? If you have some facts and prices, please share them with us.

DON GIRVAN

MONCTON, NEW BRUNSWICK

January 25, 1993

We haven't written to each other for quite some time have we? I guess most of our concerns are addressed in your publication. You are doing all 56J owners a great service, Frank. Try not to get discouraged with the lack of support. I'm sure there are many people out there who just find it difficult to write a letter.

As I explained some time ago, my body man took ill and I won't be getting him back. So there the car sits. Perhaps another 25 hours or so for detail work, at least for the interior and exterior appearance. Probably mechanical wise it will fall apart.

I'm afraid of that lousy ultramatic. It leaks now and I haven't yet had it out of the driveway. Then there's the valve clatter!

I do need a used rear seat speaker and speaker shroud. I did get a new set of antennas, not installed yet. I did have a parts car, Frank, which went to the wrecker some time ago, serial #6032124 and body 2552. Some things were a bit different. This one had chrome or stainless moldings on the front and rear inside windows and gold Golden Hawk script on the trunk. I still haven't located the engine # on 3738.

Something I haven't seen discussed recently is front coil springs. I ordered a pair from Newman/Altman several years ago and had them installed (ordered 526125 H.D.) and thought they sent the correct ones. Since there was absolutely no springing up and down, I discovered about 2 years ago they sent me #526121 which were 15-7/16" H x 5-1/2" OD x 4-1/16" ID weight 13 lbs. ea. 1-1/4" spacing coil dia. 671. Do not ever install them on a 56J. I was fortunate to get a new pair locally which was #526125. These are stamped on the bottom coil N.M wght. 12-6 oz BA.

14-1/4" H x 5-3/8" OD x 4" ID. x .655 wire dia 9 coils 13/16" spacing. Finally think I have the correct ones.

Enclosed is something to help with expenses. Much appreciated.

BILL WOLFE JEANNETTE, PA.

February 2, 1993

The info I am sending you came from your roster because we now spend our winters in Florida, not far from you. We are here from Oct 1 to May 1.

Since we spend little time in Pa. and don't use our G.H. much, we would like to sell it. If anyone is interested in a #1 car:

The engine was completely rebuilt by a speed shop in Pa.

Paint and body work was done by Westmoreland Studebaker - Gary Pipin owner.

We have won many 1st places but the one we like most was "Home in 88" at South Bend.

We would like to have \$20,000 for our car. We have over \$25,000 invested + my time. The car is garaged in Pa.

CHARLES SLOUGH GRATIS, OHIO

February 1, 1993

Here is my registry form and a check to help you out on a job well done. The engine is a replacement from another '56 that lost its frame due to rust. I will have it out on the road this summer.

It originally had electric seats, electric windows, power brakes, automatic transmission, power steering and radio. When I get done, it will have the electric windows, seats, standard brakes, T85 w/OD transmission, power steering, original interior, with new door panels (gold and white), exterior paint Chrysler Gold due to original was Sunglow Gold and white.

It will have a '58 Golden Hawk front end with the side grills, winged parking lights, and grill emblem. It will also have a 1957 steering post and steering wheel with standard shift. I can use any steering wheel from 1957 to 64.

I also had to take an early retirement and can't afford \$400 or \$500 for a 1956 steering wheel. Anyway, I personally prefer the '58 steering set-up. To me it feels more comfortable, I am average build, than the '56 and I like the looks. I have a 1964 wheel and with it, you get even more room between it and the seats.

Anyway, it won't be original, but it will be another Studebaker saved from the shredder and that is the main thing to me.

BILL MCGANNON DENVER, COLORADO

February 4, 1993

This is just a short letter to send along with my numbers that you requested. I don't plan on sending money to Newman and Altman for the original papers on my

car. The car would never match the original specifications.

To begin with, the car has been painted 3 different colors since it was the original "pink on pink". The interior is original design but black. The automatic was replaced with a 3 speed with OD and the rear end is a 3:73 to 1 from a '63 Avanti R2. The air cleaner is from a '66 GTO. The mag wheels were made in 1963. An extra leaf was added to the rear springs. The exhaust has been modified and the steering column is from a '61 hawk 4 speed. All in all it is still a "proud bird with a golden tail".

I bought this car on Oct. 22, 1964 for \$599.00 and used it for a daily driver for 8 years. It sat in the garage for 11 years at which time I repainted it and put it back on the road. This car is truly my toy. I also own a '63 Avanti, '64 truck, and a '35 Dictator, but the Hawk is my favorite.

I do enjoy reading the newsletter and I know from experience that it can be a big job publishing it. I went through this myself a couple of years ago. I do want to keep getting them as you send them out.

A short tech tip: George Rink ordered, from Loga, a set of door panels and they didn't fit. They almost looked like they were for a different car. He had a local shop make a set and they fit like the originals.

Keep up the good work.

(NOTE: I bought some kick panels and rear shelf panel from Ernie Loga several years ago. The fit, though not perfect, did at least work. Has anyone else had a problem with panels, especially door panels, from Loga Enterprises?)

TRANSMISSION DATA

Member **Luther Jackson** sent a catalog from *American Parts Poweride* which listed standard transmission parts for American cars. I went through the catalog to see if I could find cars of the era which used the same parts as our Golden Hawks. I've included a table with this issue on which I've listed models that appear to use some of the same parts.

WHEEL ESTATE

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

FOR SALE

1956 GOLDEN HAWK This car is 100% original, stock, and complete. It has only 42,000 miles, new master cylinder and brake job. Chrome is complete and usable. All lenses, lights, knobs, glass are in good condition. It is perfect for someone who wants to do a full restoration and have a real classic car. It has some rust behind the wing doors, but I have the replacement panels from Classic Enterprise. The car is generally overall in good shape. The license plates are (AA1956). I have driven the car many times and it goes fast. I have all the 1956 sales literature and the original owners manual. The floor boards are a little mushy, but the trunk floor is solid. Price is \$7000.

Bill Houle 22700 Territorial Rd.
Rogers, Md 55374 612-428-2888

1955 352 Packard engine for sale. 1956 GH front fender turn signals, 3 sets (6 pieces), some good, some need replating. Pink and white interior + panels + power seat + doors w/pwr wind. Rear quarter windows and all hardware. Check marks, all stain trim - and full set of aluminum lower moldings.

Tony Laforti 357 N. Catalpa Ave.
Wood Dale, Il. 60191-1545 708-766-2342

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 Golden Hawk, engine was completely rebuilt by a speed shop in Pa. Paint and body work was done by Westmoreland Studebaker - Gary Pipin owner. We have won many 1st places but the one we like most was "Home in 88" at South Bend. We would like to have \$20,000 for our car. We have over \$25,000 invested + my time. The car is garaged in Pa.

Bill Wolfe 421 Sundance Way
Lady Lake, Fl. 32159 904-753-1460
Jun-Sept 107 Highland Drive
Jeanette, Pa 15644 412-523-6201.

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

No items received.

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.

138 Richard Atkinson
64 Ellicks Close
Bradley Stone North
Bristol, England BS12 0ET

139 Frank Loucks
5511 44 Ave.
Delta, B.C. V4K 1C9

140 George Rink
11405 W. 76th Drive
Arvada, Colorado 80005

141 Pete Stendal
630 E. Olive Avenue
Burbank, California 91501

142 Robert G Potter
1124 - 54th Avenue North
St Petersburg, Florida 33703

143 Norm Hoffman
507 Brynn Marr Road
Jacksonville, North Carolina 28546

REMINDER

Since I had this extra space, I just wanted to remind you to fill out and send the questionnaire which was included with the last issue.

The transmission chart compiled from the catalog submitted by Luther Jackson follows on pages 8 through 11.

CARS USING WARNER T85C

TRANSMISSION PARTS

AS LISTED IN AMERICAN PARTS COMPANY POWERIDE 1967 CATALOG #2-100-6A

DESCRIPTION AMERICAN POWERIDE PART #

MODELS

| | |
|-------------------------|---|
| BUICK | 1964-65 3 SPEED COLUMN SHIFT, WILDCAT, 63 Le SABRE |
| COMET | 1963-65 8 CYL., 4 SPEED-WARNER DESIGN |
| DART | 1960 3 SPEED, 361, 383 ENGINES |
| DODGE ¹ | 1962-64 - 8 CYL., 3 SPEED, 413,426 ENGINES |
| DODGE ² | 1960 - 383 ENGINE, MATADOR & POLARA |
| DODGE ³ | 1963 - WARNER, 4 SPEED |
| EDSEL | 1958 - MODELS A & B |
| FALCON | 1963-65 - 8 CYL., 4 SPEED, WARNER DESIGN |
| FAIRLANE | 1963-65 - 8 CYL., 4 SPEED, WARNER DESIGN |
| HUDSON | 1957 - SUPER AND CUSTOM V8 |
| MERCURY ¹ | 1955-57 - 3 SPEED |
| MERCURY ² | 1962-64 - WARNER 4 SPEED |
| METEOR | 1963 - 4 SPEED, WARNER DESIGN |
| NASH | 1957 - AMBASSADOR V8 |
| OLDSMOBILE | 1962-63 - 4 SPEED WARNER DESIGN |
| PACKARD | 1955-1958 - T85C TRANSMISSION |
| PLYMOUTH ¹ | 1962-64 - 8 CYL., 3 SPEED, 413 & 426 ENGINES |
| PLYMOUTH ² | 1960 - V8, PP-2 w/362 ENG. & HEAVY DUTY TRANSMISSION |
| PLYMOUTH ³ | 1963 - WARNER 4 SPEED |
| PONTIAC | 1958-64 (EARLY 1964) - 3 SPEED, HEAVY DUTY |
| RAMBLER ¹ | 1966 - WARNER TRANSMISSION, T85D |
| RAMBLER ² | 1957-65 - 8 CYL., CUSTOM-REBEL, AMBASSADOR |
| | 1964-65 - CLASSIC, MARLIN WITH & WITHOUT OVERDRIVE EXC. WITH 287 ENGINE |
| STUDEBAKER ¹ | 1956 - GOLDEN HAWK, POLICE CAR, 56H TAXI USING T85C TRANSMISSION |
| | 1957-58 - GOLDEN HAWK, POLICE CAR, TAXI |
| STUDEBAKER ² | 1959-64 - TAXI, 8 CYL., 59V THRU 64V, Y1 TAXI, WARNER T89C TRANSMISSION |
| STUDEBAKER ³ | 1961-64 - 4 SPEED, WARNER DESIGN |
| THUNDERBIRD | 1956-57 - 312 ENGINE w/OVERDRIVE, 1958-60 - 352 ENGINE w/OVERDRIVE |

SYNCHRONIZER ASSEMBLY (W/RINGS)

3AT89A-2½

NOTE: On 4 spd. trans. this syn. is used on 3rd & 4th

| | | | | | |
|--------------------|-----------------|-----------------------|-----------------|-------------------------|---------|
| BUICK | 3839383 | HUDSON | 3150631 | PLYMOUTH ³ | 2408096 |
| COMET | C2AZ-7124C | MERCURY ¹ | C2AZ-7124C | PONTIAC | 3839383 |
| DART | 2408096 | MERCURY ² | C2AZ-7124C | RAMBLER ¹ | 3150631 |
| DODGE ¹ | 1921487,2408096 | METEOR | 8L-7124 | RAMBLER ² | 3150631 |
| DODGE ² | 1921487 | NASH | 3150631 | STUDEBAKER ¹ | 1560752 |
| DODGE ³ | 2408096 | OLDSMOBILE | 3839383 | STUDEBAKER ² | 1560752 |
| EDSEL | 8L-7124 | PACKARD | 458442 | STUDEBAKER ³ | 1560752 |
| FALCON | C5AZ-7124B | PLYMOUTH ¹ | 1921487,2408096 | THUNDERBIRD | - - - - |
| FAIRLANE | C5AZ-7124C | PLYMOUTH ² | 1921487,2408096 | | |

MAIN SHAFT, wO/D, 14-9/16"

T85C-2D

| | | | |
|----------------------|-----------|-------------------------|-----------|
| EDSEL | B5A-7061F | PACKARD | 458441 |
| HUDSON | 3150632 | STUDEBAKER ¹ | 458441 |
| MERCURY ¹ | B5A-7061F | THUNDERBIRD | B5A-7061F |
| NASH | 3150632 | | |

SYNCHRONIZER GEAR, 36T

T89A-2½

CARS USING WARNER T85C

TRANSMISSION PARTS

AS LISTED IN AMERICAN PARTS COMPANY POWERIDE 1967 CATALOG #2-100-6A

DESCRIPTION AMERICAN POWERIDE PART #

| | | | | | |
|--------------------|---------|-----------------------|---------|-------------------------|---------|
| BUICK | 3743451 | HUDSON | - - - - | PLYMOUTH ³ | - - - - |
| COMET | - - - - | MERCURY ¹ | 8L-7105 | PONTIAC | 3743451 |
| DART | 1122569 | MERCURY ² | 8L-7105 | RAMBLER ¹ | - - - - |
| DODGE ¹ | 1921486 | METEOR | 8L-7105 | RAMBLER ² | - - - - |
| DODGE ² | 1921486 | NASH | - - - - | STUDEBAKER ¹ | - - - - |
| DODGE ³ | - - - - | OLDSMOBILE | - - - - | STUDEBAKER ² | - - - - |
| EDSEL | 8L-7105 | PACKARD | 458443 | STUDEBAKER ³ | - - - - |
| FALCON | 8L-7105 | PLYMOUTH ¹ | 1921486 | THUNDERBIRD | - - - - |
| FAIRLANE | 8L-7105 | PLYMOUTH ² | 1921486 | | |

COUNTERSHAFT, 9-7/16" T85B-3

| | | | | | |
|--------------------|---------|-----------------------|---------|-------------------------|---------|
| BUICK | 3709300 | HUDSON | 3150637 | PLYMOUTH ³ | 1921491 |
| COMET | 8L-7111 | MERCURY ¹ | 8L-7111 | PONTIAC | 3709300 |
| DART | 1921491 | MERCURY ² | 8L-7111 | RAMBLER ¹ | 3150637 |
| DODGE ¹ | 1921491 | METEOR | 8L-7111 | RAMBLER ² | 3150637 |
| DODGE ² | 1921491 | NASH | 3150637 | STUDEBAKER ¹ | 458462 |
| DODGE ³ | 1921491 | OLDSMOBILE | 3709300 | STUDEBAKER ² | 458462 |
| EDSEL | 8L-7111 | PACKARD | 458462 | STUDEBAKER ³ | 458462 |
| FALCON | 8L-7111 | PLYMOUTH ¹ | 1921491 | THUNDERBIRD | 8L-7111 |
| FAIRLANE | 8L-7111 | PLYMOUTH ² | 1921491 | | |

CLUSTER GEAR, 15-19-25-29T T85C-8B

| | | | | | |
|--------------------|-----------|-----------------------|-----------|-------------------------|-----------|
| BUICK | 1364997 | MERCURY ¹ | B5A-7113D | RAMBLER ¹ | 3150644 |
| DART | 1921490 | NASH | 3150644 | RAMBLER ² | 3150644 |
| DODGE ² | 1921490 | PACKARD | 458455 | STUDEBAKER ¹ | 458455 |
| EDSEL | B5A-7113D | PLYMOUTH ² | 1921490 | THUNDERBIRD | B5A-7113D |
| HUDSON | 3150644 | PONTIAC | 2358436 | | |

IDLER GEAR, 18T AT85C-10B

| | | | | | |
|--------------------|-----------|-----------------------|-----------|-------------------------|-----------|
| BUICK | 2358431 | MERCURY ¹ | B5A-7141C | PONTIAC | 2358431 |
| DART | 1921501 | NASH | 3150647 | RAMBLER ¹ | 3150647 |
| DODGE ¹ | 1921501 | PACKARD | 458453 | RAMBLER ² | 3150647 |
| DODGE ² | 1921501 | PLYMOUTH ¹ | 1921501 | STUDEBAKER ¹ | 458453 |
| EDSEL | B5A-7141C | PLYMOUTH ² | 1921501 | THUNDERBIRD | B5A-7141C |
| HUDSON | 3150647 | | | | |

2ND GEAR, 26-36T T85C-11B

| | | | | | |
|---------|--------|-------------------------|--------|--|--|
| PACKARD | 458447 | STUDEBAKER ¹ | 458447 | | |
|---------|--------|-------------------------|--------|--|--|

LOW @ REV. GEAR, 31T T85C-12B

| | | | | | |
|--------------------|-----------|-----------------------|-----------|-------------------------|-----------|
| BUICK | 1364999 | HUDSON | 3150621 | PLYMOUTH ² | 1921500 |
| DART | 1921500 | MERCURY ¹ | B5A-7100B | PONTIAC | 2358439 |
| DODGE ¹ | 1921500 | NASH | 3150621 | RAMBLER ² | 3150621 |
| DODGE ² | 1921500 | PACKARD | 458450 | STUDEBAKER ¹ | 458450 |
| EDSEL | B5A-7100D | PLYMOUTH ¹ | 1921500 | THUNDERBIRD | B5A-7100B |

SYNCHRONIZER BLOCKING RING T91A-14A

**CARS USING WARNER T85C
TRANSMISSION PARTS
AS LISTED IN AMERICAN PARTS COMPANY POWERIDE 1967 CATALOG #2-100-6A**

| DESCRIPTION | | AMERICAN POWERIDE PART # | | | |
|--------------------|---------|--------------------------|---------|-------------------------|---------|
| BUICK | 3709348 | HUDSON | 3150623 | PONTIAC | 3709348 |
| COMET | 8L-7107 | MERCURY ¹ | 8L-7107 | RAMBLER ¹ | 3200045 |
| DART | 1921499 | NASH | 3150623 | RAMBLER ² | 3200045 |
| DODGE ¹ | 1921499 | PACKARD | 458449 | STUDEBAKER ¹ | 458449 |
| DODGE ² | 1921499 | PLYMOUTH ¹ | 1921499 | STUDEBAKER ² | 458449 |
| EDSEL | 8L-7107 | PLYMOUTH ² | 1921499 | THUNDERBIRD | - - - - |

SYNCHRO. SLEEVE, 36T T85B-15

| | | | | | |
|--------------------|------------|-----------------------|------------|-------------------------|------------|
| BUICK | - - - - | MERCURY ¹ | C1AA-7106A | PONTIAC | 3745685 |
| COMET | - - - - | MERCURY ² | C1AA-7106A | RAMBLER ¹ | - - - - |
| DART | 1921488 | METEOR | C1AA-7106A | RAMBLER ² | - - - - |
| DODGE ¹ | 1921488 | NASH | - - - - | STUDEBAKER ¹ | - - - - |
| DODGE ² | 1921488 | OLDSMOBILE | - - - - | STUDEBAKER ² | - - - - |
| EDSEL | C1AA-7106A | PACKARD | 458444 | STUDEBAKER ³ | - - - - |
| FALCON | - - - - | PLYMOUTH ¹ | 1921488 | THUNDERBIRD | C1AA-7106A |
| FAIRLANE | C1AA-7106A | PLYMOUTH ² | 1921488 | | |
| HUDSON | 1560752 | PLYMOUTH ³ | - - - - | | |

MAIN DRIVE GEAR, 19T - - - -

STUDEBAKER¹ 1540811

IDLER GEAR SHAFT, 2-17/32" T85B-35

| | | | | |
|--|---------|---------|-------------------------|---------|
| BUICK | 3709309 | | RAMBLER ¹ | 3150636 |
| HUDSON (Length not given)" | | 3150636 | RAMBLER ² | 3150636 |
| MERCURY ¹ (Length not given)" | 8L-7140 | | STUDEBAKER ¹ | 458463 |
| NASH (Length not given)" | | 3150636 | STUDEBAKER ² | 458463 |

SMALL PARTS KIT T85C-50

| | | | | | |
|--------------------|---------|-----------------------|---------|-------------------------|---------|
| BUICK | - - - - | MERCURY ¹ | - - - - | RAMBLER ¹ | - - - - |
| DART | - - - - | NASH | - - - - | RAMBLER ² | - - - - |
| DODGE ¹ | - - - - | PACKARD | - - - - | STUDEBAKER ¹ | - - - - |
| DODGE ² | - - - - | PLYMOUTH ¹ | - - - - | STUDEBAKER ² | - - - - |
| EDSEL | - - - - | PLYMOUTH ² | - - - - | THUNDERBIRD | - - - - |
| HUDSON | - - - - | PONTIAC | - - - - | | |

SMALL PARTS KIT T85C-50

**CARS USING WARNER T85C
TRANSMISSION PARTS
AS LISTED IN AMERICAN PARTS COMPANY POWERIDE 1967 CATALOG #2-100-6A
DESCRIPTION AMERICAN POWERIDE PART #**

| QTY | DESCRIPTION |
|--------|--|
| 1M.S. | SYN. RET. SNAP RING |
| 1M.S. | REAR BRG. TO SHAFT RET. SNAP RING |
| 1M.D. | REAR BRG. TO CASE RET. SNAP RING |
| 1M.D. | REAR BRG. TO SHAFT RET. SNAP RING |
| 1M.S. | OIL BAFFLE |
| 4C.S. | GEAR NEEDLE BRG. SPACERS (.050"x1.149") |
| 1C.S. | GEAR FRONT THRUST WASHER |
| 1C.S. | GEAR REAR THRUST WASHER |
| 14M.S. | PILOT NEEDLE BRG. (EXC. T85B; EXC. MERCURY MK) |
| 80 | GEAR NEEDLE BRG. - 5/32"x3/4" |

SYNCHRONIZER ASSEMBLY BREAKDOWN 3AT89A-2½

| QTY | DESCRIPTION | INDIV PART# |
|-----|-------------|-------------|
| 1 | GEAR | T89A-2 1/2 |
| 2 | BLK. RINGS | T91A-14A |
| 1 | SLEEVE | T85B-15 |
| 3 | PLATES | T85-77 |
| 2 | SNAP RINGS | T85-78 |

No. 315

LIGHT BULB

No. 315 June 1956

Please record this article on the service Bulletin Reference Page at the end of the Electrical System section of your 1956 Passenger Car Shop Manual and the 2E Series truck Shop Manual.

The 12-volt light bulb. released for the Ultramatic and automatic transmission remote control, cigar lighter, oil pressure indicator, head lamp driving beam indicator, and directional signal indicator, has been cancelled. It is superseded by Part No. 1541674. (Mazda-1445) an 18-volt bulb which has a much longer life.

The Parts Depots will exhaust their stock of G-131282 (Mazda 53) for use in locations other than the transmission remote control Indicator, and then substitute Part No. 1541674.

When replacement of the transmission remote control Indicator bulb is necessary, install the 18-volt bulb. Part Mo. 1541674.

MAZDA NO. 53

HEAD LAMP RIVETS LOOSE

PASSENGER CARS

No. 313 April 1956

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

Failure of head lamp rivets is generally the result or corrosion. caused by moisture. salt. etc.. thrown against the lamp assembly by road splash. Head lamp assemblies now in production have a heavy protective coating over the rivets and surrounding area to help prevent corrosion.

Where rivet failure has occurred in the field, it is recommended that the rivets be replaced with sheet metal screws, or small bolts and nuts. The screws or bolts and nuts should then be coated with a protective coating such as Dearborn's No-oxide or in undercoating material.

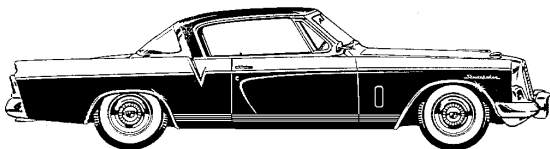
SUMMARY

1. ERIC ROBINSON WOULD LIKE PICTURES OF THE 56J ENGINE COMPARTMENT.
2. JOHN RAISES WONDERS IF ANYONE HAS EVER SEEN A PACKARD V8 ENGINE WITH A MCCULLOCH SUPERCHARGER AS ADVERTISED IN MOTOR TREND.
3. GEOFF FORS WOULD LIKE INFORMATION ON MUFFLERS, ULTRAMATIC REBUILDING, WELDERS, HVLP PAINT SPRAYERS, AND OFFERS ASSISTANCE FOR ANYONE NEEDING HELP WITH HIS/HER RADIO.
4. HOWARD HINSHAW IS LOOKING FOR A SUPPLIER OF ENGINE GASKET SETS.
5. PATRICK SHAFER WONDERS IF PACKARD MADE ITS OWN STANDARD TRANSMISSION.
6. MAZDA LIGHT BULBS DISCUSSION
7. BILL MCGANNON STATES THAT GEORGE RINK HAD A PROBLEM WITH DOOR PANELS FROM LOGA ENTERPRISES.
8. BOB EDWARDS URGES US TO DO OUR PART TO COMBAT THE CLUNKER BILLS.
9. LUTHER JACKSON SUPPLIES INFORMATION ON MANUAL TRANSMISSION PARTS.
- 10.
- 11.

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

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