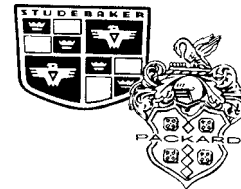


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 017

ESTABLISHED JANUARY 1, 1989

JANUARY 1994

NAME, RANK, SERIAL NUMBER!

Many of you have told me about 1956 Golden Hawks you have located and given me the names of the owners. Although I appreciate your effort, I no longer contact owners because the response rate has been unsatisfactory. Actually, it would have to improve considerably to reach unsatisfactory.

Last November, I contacted 120 supposed 1956 Golden Hawk owners who are not members of our group. The response rate averages around 15%. Those who responded, along with other new members are listed on page 9.

I end up with the name of an owner, who doesn't join our club, and I still don't have the car's serial #.

What I would prefer is that you **Get the serial # of the car** and if you can, get the owner's name and address.

Forward all the information to me. This way, I can track the car even if the owner doesn't want to join our group. **Give my name and address to the owner** and if he contacts me, I will send him the newsletters.

I would also prefer that you didn't give that owner your newsletter unless you don't want one for yourself. Tell him to contact me and he can get all the issues. If you insist on giving away your newsletter, please make a copy first.

Remember, **serial # first**, owner's information second, then tell him/her to contact me.

REPRODUCTION INTERIORS

While at the International SDC meet in Portland last July, I spoke to Phantom Auto Works owners Rene & Bonita Harger, 1721 Jim Armstrong Rd., Knoxville, Tn. 37914, 615-525-6025. They are reproducing complete interiors including those for the 1956 Golden

Hawk. The interiors include the silver mylar, original style trunk mats, seat covers with the silver piping, door panels, sun visors, windlace, kick panels, rear package tray, and carpets.

He is reproducing the seats in both all vinyl and vinyl with cloth inserts. He had an upholstery manual, which he borrowed, and we discovered that cars painted the Ceramic Green/Snowcap White combination came in the all vinyl interior. No cloth insert material was shown. Does this hold true for all you owners with this color combination?

The process is quite involved so there could be a wait of several months. I can't remember everything Rene told me, but materials and labor involve effort from people in several countries.

Studebaker owners have never had the option to buy interiors as readily as our friends who restore other makes of cars. I think it is long overdue for someone to make an effort in our behalf.

I spoke with Rene at great length and we discussed the possibility of him also reproducing the headliner. It could be a while before anything comes of this effort, but at least something may be in the works.

WINDSHIELD MOLDINGS

Section 2347A of the *Body Parts Manual* states that stainless steel inside windshield moldings were used before approximately 4925 cars, and painted moldings were used after approximately 4925 cars. I had always assumed that all 1956 Golden Hawks had stainless interior moldings, but some of you have indicated that this is not the case.

The figure, 4925, is a little ambiguous as there were only 4071 Golden Hawks produced in 1956. Perhaps the 4925 figure includes Sky Hawks. Does anyone have any thoughts on this?

1956 GOLDEN HAWK CATALOG

An approximately 4 year project is finally nearing completion as I am proud to introduce the **1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG**. If you've ever struggled through the *1955-58 Chassis Parts Catalog* and the *1953-58 Body Parts Catalog* looking for the right part for your 56J, this catalog may be perfect for you.

I have gone through the two catalogs and extracted the illustrations and part numbers, along with specifications from the *1956 Passenger Car Shop Manual*, which pertain to the 1956 Studebaker Golden Hawk and created a combined chassis and body parts catalog.

I have followed the general format of the Body/Chassis Catalogs. The one major difference is that the new catalog does not list other models which use the same part. Other items omitted from the new catalog include the Parts Depot list and the Studebaker Telegraph Code list. I am sure you spent hours looking over these two lists, but in case you might have missed them, they are at the front of the original catalogs.

In creating this catalog, I discovered numerous errors in the original catalogs. I have tried to identify these with special notes next to the part(s) in question. There will be many instances when you will need to refer to the original catalogs, but for probably 95% of the time, the new catalog will provide you with all the information you will need.

The new 300+ page catalog will be inserted in a loose leaf binder. The binder will contain a color cover insert of a picture of my car taken by professional photographer, Randy Fugate of Lake Wales, Florida. The price of \$23.00 includes shipping and handling

I will began taking orders at this time so that I will know how many copies to have printed when the final proofing is completed in early 1994.

I also have 8 color posters of my car, size 16" x 20", taken by Randy Fugate. A smaller size of this same view will appear on a calendar. If anyone is interested in one of these, they are for sale for \$20.00 including shipping and handling while the supply lasts.

It was rather interesting having the photo taken. There was another car, a 1958 Edsel Citation convertible, being photographed for the calendar. The owner of that car, Joe Sangiorgi, and I were helping Randy set up the scene so that everything would be as close to perfect as possible.

Once the setting was selected, we

had to place each car in exactly the right spot to capture the best lighting and background. We were sweeping the leaves off the street so as to have a nice clean backdrop. We spent about 4 hours getting the two cars photographed.

I have taken many pictures in my life, but this experience taught me a lot about what goes in to making a quality print. My car never looked better.



FROM THE MAILBAG

(Letters are edited as required.)

DON CURTIS **COLO, IOWA**

August 8, 1993

Just a quick note to tell you of some parts I have which may be of interest to your 56J *ONLY* readers. George Krem shares his papers with me. We are both "closet" GH fans, too involved with Avanti powered cars to get serious about a 56J. You are doing a great job with your letter. I hope to be able to attempt a similar project with the super cars someday.

Almost 2 years ago, my sons and I obtained an unfinished project from a fellow SDC member. Among the parts included was a power steering set up from a 1957? sedan which he had intended using on a 1951 chassis. As we have decided to leave the stock steering on the car, the power steering parts are for sale. I believe there is a complete used set up which I would sell for \$100 if someone could pick it up - condition unknown but dubious!

There is, however, a complete NOS power steering gear assembly which is clean, dry, and appears to be in excellent condition. All the parts on the enclosed illustration are included as well as some capped hoses. (NOTE: I did not have enough room in this issue to include the illustration that Don provided. The illustration is Plate 13-5 from the chassis parts manual. The box is labeled part # 1539918. Don has crossed out the parts on the plate which are above and to the right of group #1304-11.)

A friend spent over \$300 on just seals and parts from Newman-Altman for his Speedster steering. I am asking \$350 for this unit, \$400 packed, insured and shipped UPS. There can, of course, be no guarantee except that it is as I have represented it.

My address is RR 1 Colo, Iowa 50056 and the phone # is 515-377-2745.

PHIL BRANDT NOBLESVILLE, INDIANA

August 26, 1993

Sorry for the delay in returning your survey, it was buried in one of my paper files. My car is still not done. I have brakes, paint, and interior to go before I finish it.

I did rebuild the engine and it fired right up the first time I tried it. I had a guy here in Indy build me a 3:73 twin traction rear end for the car. With this rear end, radial tires, and traction bars, I should be able to get all that Packard power to the street.

I do have a procedure for making the tarnished graying old Hawk grille look like new. This method is quicker and better than chrome polish and won't scratch the thin layer of chrome that remains. If anyone is interested they can call me or if enough interest, I will write an article for the newsletter. This method also cleans inside each grid on the grille thoroughly!

I ordered "Tangerine" paint from *Automotive Unlimited* - Roxboro, N.C. and it is a perfect match to the original color I have on some original 1956 Hawk wheels.

I spent \$140.00 each getting my pitted tail light housings rechromed and then *Studebaker of California* comes along with reproductions, cheaper.

Well that's it for now. Let's have a meeting of the 1956 Golden Hawk people at the national SDC meet next year. I'll be glad to help. (NOTE: I wrote to meet chairman Brian Millette about obtaining a meeting place. He felt it could be done and suggested I contact him around March to firm things up. If I can set things up, I will post a note on the bulletin board at the meet.)

BRENT HAGEN PORTLAND, OREGON

August 26, 1993

I am enclosing the alignment information regarding the dual quad Packard Caribbean set-up.

Recently, I took my door panels off and discovered that they (mylar) were originally gold. Also, I noticed on an old ad featured in several January, 1956 magazines of a green/white 56J, which has the driver's door open, that the mylar looks gold.

I have a few pairs of Hawk (hood) hold down belts if anyone is interested. I've enclosed a picture. This is a quick way to protect our hoods (\$500-\$600 if you can even find one). You probably saw the 1961 Hawk at the SDC meet that lost its hood on the way up from California.

The belts are \$25 + \$5 UPS shipping.

I'm hoping to have some leather steering wheel covers made up for our large steering wheels (to prevent further crumbling as well). If anyone is interested in having one, they can let me know so I will know how many to have made.

I have rebuilt a few tachometer wiring harnesses using good oil resistant wire. These should last a life time. I am asking \$25 + \$5 for UPS shipping and would appreciate your old harness, if possible, so I can salvage the connectors.

My Hawk just got back on the road. It now has a new rear axle (3:31) and reconditioned springs. I also added a leaf for about a 1" lift. Previously, my car had been jacked way up. I discovered the original shackles were supposed to be different length, 3½" driver's side and 3" right side. I had to make a tool to remove and reinstall the rear bushing in the frame for the shackle. Of course my speedometer read wrong because of the 3:31 rear end.

Fortunately, Packard also used a 3:31 rear end so I found the Packard part number in the Packard parts manual. Bob Johnson of *Special Interest Autos of St. Louis* was able to locate the nylon gear for me. The new gear has 20 teeth, instead of 19. By the way, no more "clunk" when I shift to reverse or drive!

My gas sending unit went bad. *Special Interest Autos* is substituting part # 1540262 (for sedans). You will have to cut 1-9/16" off the pick-up tube and adjust the float a little.

I've enclosed a copy of an article on the 56J from the April 1956 issue of *Hot Rod Magazine* which I recently purchased at a Portland swap meet. It's one of the best of many I've seen. As the author suggests on page 19, the addition of a larger front stabilizer (1958 or later Hawk will bolt up real nice) and heavy duty front springs really makes a tremendous improvement in handling corners with our cars. I just completed my front end and will greatly attest to that!

Also enclosed are two felt gaskets for the ultramatic dip stick. I had some transmission fluid coming up through mine and discovered I had no gasket. It took me a long time to find some thick felt to make them. If anyone would like some, have them send me a SASE and I will be happy to send them as many as they need without charge.

I recently bought an A.M.T. promo of our 1956 Golden Hawk at a swap meet. It is hard plastic, green on green and

the detail is excellent.

I am enclosing a comparison of my 1977 Oldsmobile Cutlass to the 56J. It's amazing how similar they are in specifications. The Cutlass from 1972 to 1977 sold over a million cars and was one of GM's all time best sellers.

	<u>Olds Cutlass Supreme</u>	<u>Stude Golden Hawk</u>
Price	\$5700	\$3200
Engine	350" 4 bbl 2" Hyd. blifts	Hyd. blifts lifters
	P. Steering/P. Brakes	P. Steering/P. Brakes
Length	209.6"	204"
Wheelbase	112"	120.5"
# Passengers	5 (with bucket seats)	5
Fuel Tank	22 Gallons	18 Gallons
Head Room	37.2" Front, 36.5" Rear	36" Front, 36" Rear
Shoulder Room	59.6" Front, 58" Rear	56.5" Front, 56.5" Rear
Leg Room	42.4" Front, 32.6" Rear	43" Front, 43" Rear
Curb Weight	3700 Lbs.	3690 Lbs.

GARY WILLOUGHBY PARIS, TN.

October 10, 1993

Have just returned from our first meet (Nashville) and our Hawk's first outing in about 20 years.

About 30 cars were on display, some real beauties. I just sat there grinning when I wasn't gawking. Felt a little uneasy among all that show iron, but everyone was happy to see a 56J.

Didn't get to stay for the banquet, but the judges let me have a score sheet copy. She got 335 points. Lost only 5 on originality, 2 for trunk mat (didn't know about the hounds tooth), wrong jack (didn't care - needed what I had), water hose clamps, wiring connectors, and mismatched white walls.

Boy, that Bill Fennessey sure knows his stuff. Several people got some good tips from my interior, it was a real pleasure to be part of it all.

One point - had the engine repainted to match what was left of the original, but the judges questioned the red block. Any ideas on that?

(NOTE: I can only refer members to the article by Fred K. Fox in the July 1983 issue of *Turning Wheels* which lists the 1956 Golden Hawk engine as red. This information was also listed on page 9, issue 002 of *56J Only (The Hawkeye)*. The engine color on both of my cars was actually red/orange.)

DWAYNE JACOBSON

STEVENS POINT, WI.

October 22, 1993

I greatly appreciate the assistance in determining my vehicle's serial number. The day I received your post card, I was getting ready to remove the gas tank and look for the serial number under the forward lip of the frame

crossmember. (NOTE: Dwayne's car had the serial plate removed)

The back issues of *56J ONLY* have been and will be helpful. Enclosed is the original production order for my car and a donation. The car has gold trunk emblem and it lacks fender scripts nor does it have the V-8 insignia.

From the production order, I have determined that the car originally came with a T-85 3 speed overdrive transmission. The T-85 and the Packard engine have been replaced with a Studebaker engine and transmission.

I have not identified the transmission as of yet. It is not a T-85. I plan on replacing the drive line with the original equipment. I have located a rebuilt 352 Packard engine that may have been from a Studebaker and I am in need of a T-85 transmission, bell housing, and flywheel.

Have any 1956 Golden Hawk owners used the rocker molding made by Classic Enterprises for the lower fender and door moldings? If so, how did they work? (NOTE: Does anyone have any help for Dwayne on this matter?)

LEIF JULIUSSEN GLENDORA, CA.

November 15, 1993

My Hawk has sat in the yard for most of its time the last 10 years. I have the Packard engine and trans (ultramatic) but it now has a 327 Chevrolet engine and a 350 turbohydro automatic transmission in it.

I use a 1953 coupe frequently, it is also Chevy powered. I would love to add power steering in it. Do you know of any X-brand power steering box that would be more available and easy enough to adapt? (NOTE: Can anyone help Leif on this?)

GARY CHARTRAW ALBANY, OREGON

December 1, 1993

Thank you very much for the quick response on all the newsletters. I just finished reading through them and now I am in the process of redoing my schedule in light of the fact that the Packard engine may have problems with the oil pump. I will try to find out from the previous owner about how the engine was doing. As I said in my last letter, I bought the Hawk with the engine out. It was being run with a built-up 350 Chevy until its removal, after which I bought it.

What I understand happened to the Packard was that it quit and they thought the distributor shaft broke. It was found to be OK so they took the timing cover off and the chain and gears

looked to be alright also. That is when the engine was pulled out and the Chevy installed. What I found when I tried to find out why the engine quit was quite minor, lucky for me. When I pulled the timing chain and gears off, I found the key for the crankshaft pulleys was not long enough. Only about 1/8" was in the timing gear and it took the end off and the engine stopped. The key's length is 1-15/16" now. It went back together with one 2-3/8", tapered to fit the whole keyway. The problem was that the shorter key had backed out against the washer that holds the pulleys and gear tight. The longer key solves this problem. I've since run the engine on the floor and it runs great.

Well enough for now. Next I will clean and paint the engine compartment and install the engine. I'll keep you posted. Thanks again for the great service. I have enclosed a check to help with your expenses.

HEWITT WHELESS LONGVIEW, TEXAS

December 8, 1993

Enclosed you will find a picture and copy of the production order for my '56J. I bought the car five years ago, a real basket case. The 352 and U/A had been changed to late model 289 with A/T. At lease they kept it Studebaker.

There was some rust on the rear quarter so I put 2x2 patches on both sides. There was also some on the rocker panels and one small spot on the driver side front panel. All rust was cut out and new steel installed. The car had about 1/4 inch of different color paints. I took it to bare metal, primed and sealed it. Since I am partial to red and think this color is an eye catcher, I chose this color scheme. The transmission, brakes, front end, rear springs and shocks have all been reworked or replaced. The interior is the thing that was done by outside people. We, my wife and I, chose to go with 1957 Hawk 400 pattern. The head liner was not done because it was in fair shape and I thought I would find some use for replacement bows and panels. Your newsletters have solved this problem #14.

Here are some tips that might help someone:

SHOCKS: Monroe Front #1007, Rear #1094. Shock comes with 1 metal sleeve bushing. You will need to make one more or drill and replace the bottom bolt with a longer one.

REAR SPRINGS: This is an area that most of us over look. The bushings do wear out and this can cause handling problems due to not tracking properly.

The 56J uses a 1-3/4 front bushing that I was unable to find through Studebaker vendors. To my surprise, any good spring shop will be able to adapt a bushing to fit. Remember, if rear springs are replaced or a leaf added, this changes the height and the front end alignment will need to be checked.

Enclosed is a little help for postage and printing.

PAUL ZUBRITZKY PITTSBURG, PA.

December 8, 1993

My work keeps me from attending a lot of meets, but I have had a lot of fun with my car, runs good, typical automatic transmission headaches. Look for my car in the movie "Hoffa".

CARL KUMMER WINTER PARK, FLORIDA

December 22, 1993

I was at the *Studebaker Drivers Club* International meet in Portland, Oregon this past summer. I saw two 56J cars there, but it was raining and the owners couldn't be found. Both cars were in mint condition. (NOTE: The two 1956 Golden Hawks Carl saw in Portland were owned by two of our members. Bob & Marcia Dietzler won a 1st place award, and Sterling & Pat Hornoii picked up a 2nd place award. Both cars were entered in Class 11B: Hawk 1956-1958. Pictures can be seen on pages 22-23 of the November issue of *Turning Wheels*.)

I also picked up this exhaust system information. Thought others would be interested. The Studebaker stainless steel exhaust systems are offered by Don Simmons of Ontario.

1956-57 C-K dual exhaust systems are \$339.00 (U.S. funds) and include 2 front and 2 rear exhaust pipes and 2 tailpipes. For more details or to place an order, call or write:

Don Simmons 118 Culloden Road
Ingersoll, Ontario, Canada N5C #r1
519-485-1966

CRUISIN' "56J STYLE"

by Frank Ambrogio

The full moon cast an air of intrigue over the crisp, clear night suggesting that, something from the darkness would make this night special. The year is 1960, Richard Nixon is Vice President and nobody has heard of the Beatles, John F. Kennedy is headed for the White House and only girls wear long hair or earrings. Elvis Presley is serving his Uncle Sam and nobody would be caught dead driving a Toyota.

At the ripe old age of twenty, I am young enough to act like I can do anything and not quite old enough to realize that everyone knows I am just blowing smoke.

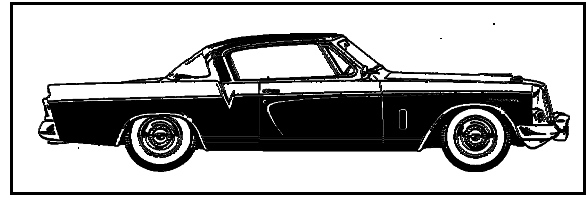
This night is like all the nights since graduation two years earlier. Cruisin' from one drive-in (restaurant) to the next I check out the action, looking for something yet looking for nothing at the same time. Life is rather simple. No rent. No laundry. No wife. No dollars. No sense.

The biggest problem in my life is trying to figure out how anyone is going to beat the New York Yankees. The next biggest problem is deciding what time to go home. I change the station on the radio, to WJBK, just in time to hear the crowd cheer as Al Kaline hits a three run homer and the Tigers now lead six to one. With Yankee killer, Frank Lary on the mound for the Tigers, it looks like we have a *lock* on this game.

I pull into the Holiday Drive-in and slow down so everyone can get a good look at my car, I imagine all the remarks being made by the onlookers, "There goes that 1956 Golden Hawk I told you about". "That thing really moves". "What a handsome driver" (I said I was imagining). I continue slowly through the parking lot making a half salute to Bob and Kathy in the '57 Ford Bob and I just painted. It looks pretty good, at night.

Everybody backs into the parking spaces so they can see the parade of cars going by. Everything from radical customs to *daddy's car* comes through and even if you have seen a particular car a hundred times, it is good to see it one more time.

On this night I have no plans to stop and park, at least not on this pass. I slow down for the car ahead and shift to neutral. I tap the horn in fun and Tim turns around and waves. We used to work together at the super market when we were



56J was Studebaker's model designation for the 1956 Golden Hawk.

in high school. Tim's uncle works for Chrysler and he got Tim an apprenticeship as a wood model maker at Dodge Main. He keeps the 1958 Fury immaculate. I rev the engine just a little to let everyone hear the glass packs rumble, then I shift into first gear making sure there's just that little gear grind so that any strangers will know we're running stick shift.

I finally make my way to the exit, turn right onto the road, and accelerate just enough for the tires to barely squeal. I let up on the gas before pushing in the clutch to let the engine *back down*. The mufflers really sound good as I shift slowly into second. By now I am doing about the speed limit, 35 MPH, and I shift to third and cruise down Nine Mile Road on my way to "Lucky Star".

Lucky Star Drive-in is where I usually hang out, so I back into a space next to Cliff in the 1955 Ford Convertible. I leave the lights on so Jennifer will know that I want to order something. She has been a car hop there for at least two years. I order some fries and a coke, extra ketchup too.

Cliff and I shoot the bull for about twenty minutes and then he takes off for Gratiot Avenue. I decide that maybe tonight I will just go on home early and make my parents happy. It is only nine o'clock and I can still catch the end of 77 Sunset Strip on TV. I love to try to figure out what Edd Byrnes is actually saying.

I head down Harper toward home and get stopped at the signal light at Fresard. Waiting for the green, I hear the roar of the '57 Chevy Hardtop which pulls up next to me in the left lane. Curt has been wanting to race me ever since he got the car last June but I keep putting him off. Actually, I think we are both afraid of losing, because he hasn't really pushed the idea that much. As they say, *all yak and no shack*.

His Chevy is the big one, 283, dual 4 barrels, the special solid lifter cam and 270 horses, a *real screamer*. He knows I'm not going to race even though I rev the big 352 Packard as the amber light

comes on from the side of the signal light. We both go through the *routine* as if we are really going to do it but when the light turns green, we both fake it and take off nice and easy. We both spotted the cop in the bank parking lot. They thought they had us this time. When will those guys learn that they are no match for us?

"Are you going to the big race tonight?" asks Bill who is riding with Curt. "Who's running"? I ask. "Ray and Bob at ten o'clock", replies Bill, "they are going up Fifteen Mile Road, we're on our way there now". I indicate yes and fall in behind Curt and Bill as the road narrows to two lanes.

Guess TV will have to wait, this is big stuff and everybody will be there to watch the "Bob and Ray" show. Ray has a '57 Ford with three deuces and 3 speed column shift. I hear it really *smokes*. He has been making a lot of noise around town about how he can beat anybody. Bob has his old man's '57 Pontiac Custom Star Chief with Hydramatic. I rode in the *Poncho* a couple of weeks ago and I think he is going to surprise Ray. Talk about neck snapping power, I was really impressed.

Fifteen Mile Road is straight as an arrow and there are no side streets from Harper to Jefferson. We pull into the drug store parking lot on the corner and park. We are still early so everyone just stands around and talks.

My old girlfriend Judy is there and wanders over to where Curt, Bill, and I are standing. "When are you going to show what that snail can do" she says motioning to the Hawk while looking at me with a mean smirk on her face. "I think Curt will walk all over you with his Chevy". I don't know how she got so smart about cars, She didn't know *diddly squat* when we were dating. Before I knew it, everyone was gathered around waiting to hear my answer.

I knew I couldn't back down now, I think Curt was thinking the same thing. I had spent too much time building up a reputation to let some vengeful chick mess up all I've done. "How about right now" I say with as much force as I can put into my voice. Suddenly, as if we all were thinking as one, everyone jumps into their cars and in a matter of seconds the lot is empty.

Curt and I are lined up side by side as he yells over to me. "How about if we go from a rolling start at about 10 (mph)"? "OK by me" I answer. "Looks like we are stealing Bob and Ray's thunder",

Curt says with a big smile. "Let's do it"!

Everything is perfect, no traffic in sight. I rev the engine, a kind of *code of the road* among us, to let him know that this is it. We both sit up in our seats poised as we start to move. "You count it Bill", I yell over the engine noise, "we hit it on three".

"One, two, three", I cheated just before he finished the count and we were both chewing up huge chunks of pavement. I really got a good jump as Curt's car *fishtailed* just a little at the start. I glanced at the tach and saw the needle skip past the 3500 mark, We are both *standing on it*. Curt hits second gear and the front end of the Chevy leaps a foot in the air. The good news is that he isn't pulling on me. The bad news is that when I glance to the side, I'm looking at his rear seat.

I *slap* second gear and pull my hand back in pain after smashing my fist into the dashboard. You'd think I'd have learned how to shift by now, but even the padding on the dash doesn't seem to have done much to soften the blow. Glad that it wasn't my head (maybe it should have been). We are door handle to door handle as I feel both four barrels wide open. There is tremendous exhilaration in the acceleration....

Suddenly, everything seems to be out of kilter. Wait a minute, something is wrong. What is that ringing noise I hear and why do we both seem to be fading away? I know I've heard it before but I can't make out just what it is. It sounds like, wait, I know, my alarm clock, that's it, **it's my alarm clock!**

Things are beginning to come into focus now, I'm in bed and the sun is just beginning to brighten the room. My mind is getting clear now, it was only a dream. It seemed so real, I'm in a cold sweat.

It is thirty years later, I'm married, and it is time to get up for work. Anita is already making the coffee. I reflect for a moment wondering if I could have beaten Curt. I reach over to turn off the alarm and I wince as I notice the pain on the back of my right hand. *Where did that big cut on my knuckles come from?*

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 \$5000 (OBO).

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

Power steering set up, used, from a 1957(?) sedan, \$100.00. **Power steering gear assembly** \$350 + \$50 for packing and shipping.

Don Curtis RR 1 Colo, Iowa 50056
515-377-2745

Hawk hood hold down belts. They go through the grill and wrap around the bumper. \$25.00 + \$5.00 shipping. **Rebuilt tachometer wiring harness** made with oil resistant wires. Send old harness if possible. \$25.00 + \$5.00 shipping. **Leather steering wheel covers.** Let me know if you are interested so I will know how many to have made up. **Felt Gaskets** for Ultramatic dip stick. Send a SASE and let me know how many you need.

Brent Hagen 6220 S.E. 55th
Portland, Oregon 97206 503-771-0604

1956 Golden Hawk stored out in my woods that I used to drive years ago. Engine is stuck, car is 75-80% complete. I've just uncovered her, pretty ripe, parts car. If anyone wants her, they can haul her away. Am working on getting her to roll, free up wheels, cut a couple of trees out of the way. Free for the taking, I'll help load her on a trailer.

John Meyer 79 Woburn St.
Andover, Ma. 01810 1-508-475-9471

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

AC 2748 Manual tune radio for 1956-57 Hawk. Worked fine when removed from car in 1987. \$55.00 includes shipping.

Frank Ambrogio 1025 Nodding Pines Way
Casselberry, Florida 32707

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG.

Coming in March, 1994. Taken from the 1953-58 Body Parts and the 1955-58 Chassis Parts Catalogs, this Catalog contains only 1956 Golden Hawk parts and illustrations. The Catalog contains over 300 pages of specifications, illustrations, and parts lists. Included is an alphabetic index, numeric index plus a separate index for service bulletins, utility items, and accessory codes. The complete catalog is 3 hole punched and comes in a loose leaf folder with a color cover insert. All for \$23.00 (includes Shipping & Handling). Orders are now being taken for (expected) March, 1994 delivery.



16" x 20" POSTER of my car taken by Randy Fugate. \$20.00 (only 8 left).

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

Frank Ambrogio
1025 Nodding Pines Way
Casselberry, Florida 32707



16" x 20" poster \$20

WANTED

Wanted, T-85 transmission, bell housing, and flywheel.

Dwayne Jacobson, 2933 Ellis St.
Stevens Point, Wi. 54481 715-341-7671

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.

- 144 David Walker 417 Studebaker Rd.
Chesnee, S. C. 29323 803-461-8403
- 145 Frank J. Geiner Jr. 3085 Dorian Dr.
Toledo, Ohio 43614` 419-382-4199
- 146 Gary H. Willoughby
Box 116A Jackson Dr. Paris, Tn 38242
- 147 Robert C. Strait 631 Susan Drive
Irwin, Pa. 15642 412-863-1087
- 148 Joel Berlin 26-02 Berdan Ave.
Fair Lawn, N.J. 07410
- 149 Bruce MacDougall 48 East Main Street
Middleboro, Ma 02346 508-946-0551
- 150 Abram S. Witmer
503 N. farmersville Road
Ephrata, Pa. 17522 717-859-1802
- 151 Gary Chartraw 2621 Conser Rd. NE
Albany, Oregon 97321 503-926-4724
- 152 Dwayne Jacobson 2933 Ellis St.
Stevens point, Wi. 54481 715-341-7671
- 153 Terrell Goodspeed
3735 S.E. Military DR.
San Antonio, Tx. 78223 210-337-6371
- 154 H. David Harris 4516 Main Trail
Crystal Lake, Il. 60012 815-459-0074
- 155 Lawrence Stewart P. O. Box 25
Hartford, Iowa 50118
- 156 Ken Pritchett 2320 W. Butler
Phoenix, Az 85021
- 157 Ronald Krasek 540 Danlee Dr.
Portage, In. 46368
- 158 Kenneth Perry
12575 Allison Ranch Rd.
Grass Valley, Ca 95949
- 159 Leif Juliussen 1542 Zara St.
Glendora, Ca. 91741-3861
- 160 Richard Hackerd 4117 Trees Dr.
Lafayette, In. 47905
- 161 Hewitt Wheless 241 Mosley Cir. S.
Longview, Texas 75601
- 162 Cecil Scribner 7316 Lonestar Road
Shell Lake, Wi. 54871
- 163 Sharrel Knipe Rd 1 Box 167
Liberty, Pa. 16930
- 164 Yvon Beaudry
931 Main St. St-Paul
D'Abbotsford, Quebec JOE 1
- 165 George Martin 3810 13th Ave.
Rock Island, Il. 61201
- 166 Robert Knopp 507 Hinkson Blvd.
Ridley Park, Pa. 19078
- 167 Billy Green Box 242
Loganville, Ga. 30249
- 168 David Stundon P.O. Box 2240
Pahrump, Nevada 89041
- 169 Dale Meese P. O. Box 383
Salisbury, Pa. 15558
- 170 Carl Sayre 725 Fairside Ct.
Galt, Ca.
- 171 Tony Macchia 4915 Oakway Dr.
San antonio, Texax 78228
- 172 Paul Zubritzky 13 Banbury Lane
Pittsburgh, Pa. 15202-1301
- 173 Greea M. Chabot P.O. Box 67
Mead, Washington 99021
- 174 Gene Reynolds P.O. Box 608
Mammoth Lakes, Ca. 93546
- 175 Donald Brewer 2324 Troy Drive
East Moline, Il. 61244
- 176 William Hancock 3819 Fuller
Independence, Missouri 64052
- 177 George Petersen 602 S. West End
Springdale, Arkansas 72764
- 178 Ken Berry 2206 Live Oak Circle
Round Rock, Tx. 78681 512-255-5545

(NOTE: Due to the infrequent printing of the newsletter, I have lost contact with several members who have moved and their forwarding order with the post office has expired. If you move, please remember me when you send out your change of address forms.)

SUMMARY

1. REPRODUCTION INTERIORS ARE AVAILABLE FROM RENE AND BONITA HARGAR OF PHANTOM AUTO WORKS IN KNOXVILLE, TN.
2. PHIL BRANDT HAS A WAY TO CLEAN AND SHINE THE HAWK GRILL. HE ALSO ORDERED PAINT FROM AUTOMOTIVE UNLIMITED AND SAID IT MATCHED PERFECTLY.
3. BRENT HAGAN HAS HOOD HOLD DOWN BELTS AND TACHOMETER WIRING HARNESES FOR SALE, AND SOME FELT ULTRAMATIC DIP STICK GASKETS. HE IS ALSO GOING TO GET LEATHER STEERING WHEEL COVERS MADE.
4. DWAYNE JACOBSON WANTS INFO ON PARTS FROM CLASSIC ENTERPRISES AND A T-85 TRANSMISSION.
5. FRANK AMBROGIO WANTS TO KNOW IF YOUR CAR HAS STAINLESS OR PAINTED INTERIOR WINDSHIELD MOLDINGS.
6. LEIF JULIUSSEN IS LOOKING FOR A LATER MODEL POWER STEERING FOR A 1953 COUPE.
7. PAUL ZUBRITZKY SAYS TO LOOK FOR HIS 1956 GREEN GOLDEN HAWK IN THE MOVIE, *HOFFA*.
8. HEWITT WHELESS HAS MONROE SHOCK ABSORBER SUBSTITUTES AND INFO ON REAR SPRINGS.
9. FRANK AMBROGIO IS OFFERING A NEW 1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG AND A COLOR POSTER.
10. CARL KUMMER SENT INFORMATION ON STAINLESS EXHAUST SYSTEMS FOR THE 56J.
- 11.

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

**PLACE
STAMP
HERE**

**** FORWARDING & ADDRESS CORRECTION REQUESTED ****

MAIL TO:

