56J ONLY

THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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IT'S IN THE MAIL

On the milestone date of March 8, 1994, I completed a four year effort when I mailed the first 6 copies of *The 1956 Studebaker Golden Hawk Parts Catalog*.

Now that it is done, I can barely remember the symptoms of Carpal Tunnel Syndrome as I typed over 48,300 words into my friendly little computer.

I can barely remember the eye strain, blurred vision, and headaches as I tried to "clean up" the parts illustration graphics so that they could be legible.

The nearly five months my wife, Anita, and I spent proofreading text and verifying part numbers seems like something from another lifetime.

To the best of my knowledge, this is the first parts catalog ever produced, which is devoted entirely to one model Studebaker. The 320 page catalog covers the *1956 Golden Hawk* from bumper to tail light.

Included are alphabetical and numerical indexes, lists of utility items (the nuts and bolts that start with the letter "g"), accessories, and service bulletins. There is also a comprehensive list of components, sizes and torque specifications which I compiled from the shop manual.

Of course, almost everything in this catalog is contained in the body, chassis, and shop catalogs you probably already own. So, *you could live without it*. If, however, you have about a 2" opening on your library shelf, *The 1956 Studebaker Golden Hawk Parts Catalog* would slip in there perfectly.

MORE HEADLINER NEWS

In the last issue of *56J ONLY*, I reported that Rene Harger of *Phantom Auto Works* in Knoxville was considering reproducing our headliners.

I am happy to report that the headliner project is now a reality. On March 19, 1994, Rene called me and asked if I could send him a complete set of the 4 headliner pieces. I had told him, in Portland, that I might be able to help him out.

I had seen a 1956 Sky Hawk parts car in Oak Hill, Florida which had a complete headliner. The owner, Nick Uhl, had agreed to let me borrow the headliner for Rene to use as a pattern.

I shipped the headliner to Rene on April 12. He said he hoped to have some completed in time for the Studebaker Swap Meet in South Bend in May.

NEW BRAKE SYSTEM
C-K Studebakers and Split Master Cylinders do Mix!

By chris Altenburg

Please read these fully first before proceeding.

Though I dearly love the styling of Studebaker's C-K line of automobiles, they are not without some engineering shortcomings. One of the biggest is found in the braking system, adequate enough in terms of stopping distance and resistance to fade (compared to other brake systems of the time), but potentially dangerous in its use of a single chamber master cylinder (m/c) to convert the driver's mechanical energy into hydraulic line pressure. A failure of any single component in this system renders the entire system useless, usually at a time (like a panic stop situation) when full braking is needed.

What follows is my approach for redressing this situation. Entropy, our '63 GT Hawk, served as the guinea pig for adapting a modern style dual chamber m/c ("split" type, in Studebaker parlance) for mounting under the driver's floorboard in the stock position. It has a 1" bore, like the stock drum brake unit, and works very well, even with the Hamilton front disc brake conversion kit Entropy uses. Pedal travel and pressure is fine, as well.

This m/c should be adaptable to all non-power all-drum systems, Studebaker front disc braked cars, or those with an aftermarket front disc conversion like Entropy's. Cars with the No-Rol (hillholder) or anticreep feature will adapt, also. In this last case, the No-Rol or Anti-creep units are plumbed into either the front or rear pair of

wheels (but not both); the choice is yours. Entropy doesn't have either option, so I leave it up to you as to how to handle this aspect of the project.

There is one caveat, though, for cars with power assisted brakes. Because the new m/c acts to split the brake system into two, the power booster can only be used to assist the front wheels. The rear drums revert to manual operation, which is actually an advantage, in my opinion. With power up front, and manual in back, it's very unlikely you'll have a problem with locking the rear wheels, even in a hard stop. Entropy's brakes are designed this way, and hard test stops I made brought the car down from speed fast and straight every time, with minimal rear wheel lockup. I have over 20,000 miles on the new system, with no indication of trouble.

Finally, the new unit is positioned in the stock position so the floor access hole may be used to add brake fluid, though the reach is tight for the rear reservoir. A solution I used was to mount a pair of Tilton remote reservoirs (4 oz. size) under the hood, then run 5/16" fuel line to brass hose fittings screwed into the m/c's two reservoirs.

General disclaimer: From an engineering standpoint, this adaptation works very well, and should be more reliable than stock, but I cannot take responsibility for your particular success. The skills you bring to the project, and the quality of equipment and tools used, will determine your end result. My description and directions are written as plainly, clearly and accurately as I know how, but the reader remains accountable for doing it in a responsible manner. Good luck!

Total cost for me was about $130, using a new master cylinder, DOT 5 brake fluid, and remote reservoirs. Time involved worked out to about 8-10 hours, approximately.

If, after reading this description, you still have questions, or are confused in any way, feel free to contact me at home, at (813) 530-7734. Call anytime between 6:00 and 10:00 P-m. Eastern time; you stand a better chance of reaching me directly, or leave a message at any time.

Now, on to the details.

Parts required:

For Dual Chamber M/C:

1. One dual chamber master cylinder- Raybestos Model # MC36237. New, it cost me $64; rebuilt, it should cost considerably less. It's outlets are marked "front" and "back", and the rear has a built-in residual pressure valve. It looks very much like the unit Studebaker utilized for its split brake systems on the Larks.

2. Two brake line adaptor fittings to match the master cylinder's outlets to standard 3/16" brake line. Any decent auto parts store can help here - just be sure the fittings are designed for brake lines.

3. Two 3/16" steel brake lines, with male end fittings, each about 60" long (you will shorten to suit).

4. One double-female brake line "union" fitting - I needed one to patch the new brake line for the rear brakes into the car's rear brake line. Your car's design may make this unnecessary.

Also, if you have a No-Rol or Anti-Creep unit, you'll need to determine how to plumb it into the new system. I think that placing it in the rear wheel brake system only should work, based on what I can figure out from the parts manual pictures.

3. 12" steel/iron strap - 3/16" thick x 1-1/2" or 2" wide x 12" long. This will be bent like this: |_____ ' with two mounting holes drilled into the short arm for attaching to the m/c.

4. 12" of 7/16" threaded rod, with 3 nuts.

5. Two 3/8" x 3-1/2" fine thread bolts, nuts and washers. No more than 2-1/4" of bolt shank may be unthreaded. (To replace the bolts used to fasten the stock m/c to the frame rail, as the new m/c requires shorter bolts). If you're handy with taps and dies, simply thread the stock bolts further down their length, and shorten to size.

6. Two 5/16" x 1-1/4" fine thread bolts, with nuts and washers. (For mounting the m/c to the strap iron.) Bolts using allen heads are preferred. In fact, tapping the m/c flange for 5/16" X 24 threads obviates the need for nuts, and makes installation easier.

7. One grade 8 bolt - 3/8" x 1 1/2" x 24 threads per inch. The unthreaded portion of the shank must be at least 3/4" long. This bolt replaces the stock clevis pin, permitting the clevis/actuating rod (brake rod) to mount outboard of the brake lever, rather than straddling it, as it does on a stock car.

An alternative is to weld a steel plate onto the brake pedal lever, at the bottom, to allow moving the clevis rod outboard by the 1/2" to 9/16" needed to line it up with the new m/c's piston. In this event, a longer bolt is needed to act as the new clevis pin. It will pass

through, in order, the outside of the brake rod's clevis, the new welded plate, the other side of the clevis, and the original clevis pin mounting hole. Hold the pin in place with a cotter pin.

A second option is to find an old brake lever, knock out the center pivot bushing, cut off the top of the brake lever, leaving only the section that the bushing resides in, and the original 3/8" holes used for the clevis pin and the lever pullback spring. I took this approach, as my stock lever bushing had the needed serrations on it on its very end. I pressed the cut up brake lever section onto the stock lever, lining the clevis pin holes up, and making sure the brake rod will fit between the two brake lever plates. I also installed a new grease zerk in the bushing, placing it more towards the front of the car so a grease gun can reach it. I used two 5/16" bolts, spacers and nuts to fasten the stock and new brake lever plates together, not fully trusting the serrations to do the entire job.

8. Paint - for making it pretty (and to cover all of your mistakes). For the remotely mounted reservoirs (optional):

1. Two 4 oz. Tilton remote brake fluids reservoirs ($15 each from Speedway Motors, (402) 474-4411), or any hot rod supply shop. You must create a means of mounting them under the hood.

2. Two brass 90 degree hose fittings with 1/8" pipe thread on one end, and a 5/16" ID hose fitting on the other.

3. 5/16" neoprene fuel line - about 7' worth. Black looks pretty good. I know DOT 5 (the fluid I use) will not react with neoprene, but I cannot attest to this being true for DOT 3 or 4 fluid, which are alcohol based.

4. 4 hose clamps.

General Tools:

1. 3/8" x 24 die; 3/8" x 24 tap.

2. 1/8" pipe tap.

3. Cable ties.

4. Thread locking compound.

5. 1 qt. of the brake fluid of your choice (DOT 3,4 or 5).

6. Split neoprene hose (used to cover the brake line where it contacts metal, and might abraid).

7. Brake line wrenches (a single double open end wrench, with 3/8" and 7/16" sizes). You'll use the 3/8" size.

8. Drill, with 3/8" and 7/16" drill bits.

9. Equipment for bleeding the brakes.

10. Double flaring tool for the brake lines.

11. Everything I forgot.

Installation:

1. On the new m/c, cut the inboard mounting ear off at a vertical line which runs through the inside edge of the 7/16" flange mounting hole (the flange on the opposite side from the m/c outlets). Make sure to leave enough material for two 5/16" holes, and space for the nuts for the attaching bolts. A bracket will mount here that, in turn, fastens to the car's frame rail in a nearly stock position. Of course, I didn't think of it at the time I did Entropy, but it is preferable to use allen head bolts, and to thread the holes in what remains of the m/c's mounting ear also so nuts aren't required.

Use a 7/16" drill bit to enlarge the hole in the other mounting ear enough so the 7/16" threaded rod can pass through it and be twisted side ways and down enough to reach beyond the rear of the m/c while missing the unit's outlet ports. (You have screwed on the m/c outlet adapters (with lock-tight) by this time, haven't you?) The threaded rod serves to mount the m/c on its out board side (toward the left side of car), by either passing through a hole drilled through the frame cross member immediately behind the m/c (a very positive mounting method), or by simply butting the rod into the cross member (using a nut mounted on the rod's end to spread the load against the frame).

2. Place a 90 degree bend in the strap iron, cut it to size, and test mount it to the m/c so holes may be drilled in the bracket and what's left of the right mounting ear of the m/c. The bracket will mount to the car's side frame rail using the stock mounting holes in the frame, so measure hole location carefully. Bend the bracket so the m/c mounts as parallel to the frame rail as possible. My m/c ended up slanted a little, with the front more toward the right, but it did not seem to make any difference in performance, or to change the brake rod geometry enough to worry about.

It's a tight fit and will take some careful measuring and drilling, so proceed with care. Also, take into account the distance the piston actuating rod needs to go into the new m/c. Test mount the m/c with its bracket, in a fore and aft position against the frame such that the brake rod may be used without adjusting it beyond its range.

Again, proceed with care. Some trimming of the bracket will probably be required to make it fit against the frame rail.

A final hint: The 3-1/2" bolts need to be run through the holes in the bracket before bolting the bracket onto the m/c. (Seems common sensical enough, which must explain why I missed it the first time.)

3. If remote reservoirs are in the works for you, drill and tap each reservoir for brass 90 degree hose fittings designed for 5/16" hose. Remember to drill these holes on the outside of the m/c. I stuffed each reservoir with brake fluid soaked rags before drilling and tapping. In this way, all metal particles were captured before entering the brake system.

4. Install the remote reservoir adaptor fittings (with lock tight on the threads) in the threaded outlets - pointing them for-ward, and bench bleed the m/c before its final mounting. Then plug the outlet holes with tissue or small pieces of rag so fluid doesn't leak out, connect the external fill holes together with hose and clamps (for the same reason) fill both m/c reservoirs with the brake fluid of choice, close and clamp the top, and bolt the m/c permanently into place. Once completed, you will have a master cylinder that resides in an almost stock position, but a little outboard of the old m/c (by about 1/2" - 9/16").

5. At this point, mount the 7/16" threaded rod in the outboard m/c flange, using two nuts to fasten it solidly to the flange (a nut on either side of the flange). In my case, I miscalculated drilling the hole in the frame rail behind the m/c. Consequently, I just mounted a nut on the rod's back end and adjusted the rod's length to snug it up firmly against the rear frame rail. Braking effort forces the m/c toward the rear, exactly in the plane the threaded rod serves to resist, and the bracket on the other side also holds it solidly so I'm not concerned. It hasn't loosened at all in 8 weeks, and 2,000 miles of driving.

6. It's time now to connect the brake lines. The front one goes from the m/c's front fitting to the brake line t-fitting near the left front wheel (for a car without power assist). Route the line over the frame rail and bring it forward, avoiding any point where abrasion may occur. Use rubber hose, split down the middle, to protect it where advisable. Fasten it as securely as possible, as vibration could eventually cause it to fail.

If the line must be cut to length, remember to use the proper double flaring tool for the ends. I also looped the line a couple of times before screwing it into the m/c (for stress relief and to avoid having to trim the line's length at all).

7. For power assisted brakes, recall that only the front brakes may be boosted in this design. Run the brake line from the m/c's front outlet to the power booster's input. The booster's output must then route only to the front brakes, usually connected at the t-fitting by the left front wheel. Ensure the rear axle is isolated from power boosting.

8. The rear brake line is done up the same way by using the m/c's rear outlet, but is routed to the car's rear axle. The union fitting may or may not be needed, depending on the length of brake line you're using. Carefully determine where the line routes, ensuring it's mounted as firmly as possible to nonmoving frame pieces, using split neoprene hose around it for protection from scraping.

For cars with the NoRol or Anti-Creep options, I suggest routing the rear brake line from the m/c, to the No-Rol or Anti-Creep units, and from there to the rear wheels of the car. The No-Rol or Anti-Creep will thus only work for the rear brakes, but this should be sufficient, even for the hills of San Francisco or Ithaca, NY.

9. Install the clevis/ actuating rod on the brake lever and into the m/c. There are two ways to do this; my way, and the correct way.

First, the correct way:

You've probably noticed by now that the m/c doesn't line up with the brake lever. By welding a bracket to the stock lever, positioning it to the left of the stock clevis mounting position by just enough to allow one side of the brake rod's clevis to slip into place between the old and new bracket. Drill a clevis hole in the new bracket in-line with the stock clevis hole. Find or make a new clevis pin (any 3/8" bolt of grade 5 or better will do, but ensure all stresses are taken only on unthreaded portions of the bolt) long enough to reach through the clevis and both brackets, and pin it in place. You're done, and the rod now lines up acceptably well with the m/c piston.

And, my way (admittedly temporary, but more than 3,000 miles of use proved it works):

No new bracket is added to the brake lever. Install a grade 8 bolt as a new clevis pin, situating the brake rod's clevis outboard of
the brake lever. I threaded the bolt to permit screwing down two nuts right to the clevis, leaving unthreaded the segment on which the lever and clevis

ride. A second nut is used to keep the first one from loosening.

The brake lever is normally held on its pivot via a piece of strap steel that connects also to the stock m/c's mounting bolts. In the "New and Improved Design" this strap is no longer required. Replace the strap with a large washer on the brake lever pivot, holding it in place with the stock nut. After tightening fully, ensure the brake lever still moves freely through its travel.

10. Bleed the entire brake system completely, ensuring neither m/c reservoir ever becomes fully drained in the process.

11. If you don't plan on installing remote reservoirs, you're now finished! Drive around and have fun! Check the entire assembly several times over the next two weeks for leaks and loose bolts, fittings, etc.

Installing remote reservoirs:

1. First, use a pair of reservoirs, not a single unit with a split outlet to both m/c reservoirs. A single reservoir will work, don't get me wrong, but you'll not be able to tell where a leak exists, should brake fluid level drop.

2. Mount the reservoirs under the hood, where convenient. Originality counts in designing a clean, effective method to do this. In my case, I bolted both Tilton units together, then bent a simple bracket that fastened to an already existing hole in Entropy's inner left fender, and to the reservoirs via a pair of 1/4" bolts.

3. Route the 5/16" neoprene hoses from the reservoirs to the m/c, avoiding exhaust manifold and pipes, and any moving parts that might cut the hoses. Connect to the reservoirs and clamp each hose near where they'll connect to the m/c.

4. Fill one reservoir and remove its clamp momentarily to confirm which reservoir connects to which hose. In my case, I positioned the underhood reservoirs front to back; the front one is for the front brakes, the rear for the back. Original, huh?

Now, it gets sloppy.

5. Peel back the driver's carpet, remove the floor access hole, and pop the spring clamp for the new m/c's reservoirs. Free the top enough to break its seal with the m/c.

Cleanliness is imperative - be careful not to drop crud into the m/c in the process.

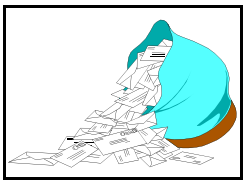
6. Remove the connecting tube between the hose fittings on the m/c. Connect one neoprene hose, fill the underhood reservoir completely, and free the clamp crimping off the hose enough until the m/c's reservoir overflows. Reclamp the hose closed again.

7. Repeat step 6 for the other reservoir.

8. Ensure the underhood reservoirs are truly full, place the spring clamp for the m/c's top in place, then remove both hose crimping clamps. Clean the m/c off carefully and check for seepage from around it's top. If it seeps, maybe cleaning the top and the rubber gasket will seal it. (Clamp off both remote reservoir hoses first.) If not, you can always revert to the stock system of maintaining fluid level through the floorboard hole.

Comments, criticisms, or testimonials are invited. I can be reached at (813) 530-7734 (Florida), or you may leave a message. Good Luck!

10/06/93 update: Entropy has now logged over 20,000 miles using the split system with absolute reliability.



FROM THE MAILBAG

(Letters are edited as required.)

BRENT HAGEN PORTLAND, OREGON
February 2, 1994

Please sign me up for your *1956 Studebaker Golden Hawk Parts Catalog*! It sounds great! What company is producing the calendar with your car in it? I have a 1991 “Dream Machine” calendar by Hallmark. It has some beautiful pictures of a grean/white 56J. The owner is listed as Charles Lawingham. (NOTE: I had that calendar also. I'm not sure when my car will appear on a calendar, but I do know that a calendar company bought the negative from the photographer, Randy Fugate.)

I have run down some more 56J's in my area. Two are being converted from 56J's to 1953 Starliners. The first is Dail Rondeau, Portland, serial # 6033041. The other is John Fulkerson, Battle Ground, Washington, serial # 6032883.

The latter had the engine & transmission for sale which was purchased by Bob Paquotte in Lebanon, Oregon. It turns out that Bob's car was one I saw advertised two years ago but I couldn't get the serial # from the owner at that time.

I had a nice talk with Pete Armstead of

Grandview, Washington, whose car is one number up from Bob Thompson's. As it turned out, he bought the 56J which was at a wrecking yard in Hermiston, Oregon. There was a picture of it in *Cars & Parts*. I tried to locate it last summer on a family vacation. The wrecking yard owners said it had been sold to a farmer in Washington, but couldn't find the name & address. Small world!

Here is more information on Bryon Edmond's car. We couldn't get the door open far enough to get the serial #, but I will keep trying. The body # is 3831. It is a latter production 56J. Was special ordered all snowcap white. It has manual trans, power steering, seat belts, dual rear antennae, back up lights, driver's mirror, and traction bars. On the front fenders is the "V-8 Studebaker" in chrome.

At the 1994 International meet in Portland, I talked to a gentleman from Canada about stainless exhaust for our 56J's. He told me the exhaust pipes he had were for C-K cars with the 289 V-8. Our Packard engines have a different exhaust manifold and require a special jig made up in order to produce them. He said if there was enough interest, he would be willing to do it. Also, our exhaust pipes are larger than those used on the 289. I discovered that when I was trying to locate a heat riser, 2" instead of 1-3/4".

Do you have a factory template for mounting of the AC-2778 super-vue outside mirror. I have made a template off Byron's car I feel is close.

I purchased a NOS tachometer sending unit from one of the large parts distributors in *Turning Wheels*. It was brand new, never opened. I opened it up to examine it. To my surprise, the wires inside the unit coming in from the cable were brittle with age & the insulation broke right off. I found the right cable and repaired it, but at $200 cost, it was a shock! I am willing to repair other units (cable replacement only) for $20 ppd as a service. I feel the cables are probably responsible for a majority of the tachometer problems.

Question: What size white walls came on the 56J?

NOTE: In a subsequent letter, Brent writes the following:

Wow! I received my *1956 Studebaker Golden Hawk Parts Catalog*. It's great! Let me commend you on a job well done! It will prove to be very valuable in my 56J restoration.

I like the way you added the service bulletin list in the back. I have 3 more bulletins on my own list. Maybe you didn't include them as they are minor – #344, 346, and 348 – I will enclose a description of them.

Bob Thompson received the first 56J Jacket. It looks nice. I have ordered some for me & my boys. He will send a picture and order information soon. It is a high quality jacket and runs about $45 + shipping.

My family and I loved your *"CRUISIN' 56J STYLE"* article in the last issue. We would like you to write more!

GEOFF FORS MONTEREY, CALIFORNIA

January 7, 1994

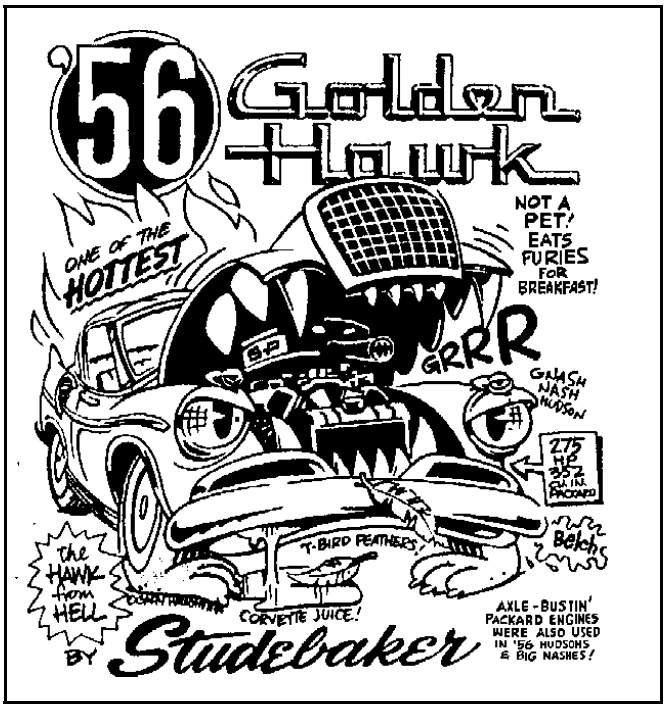
A quick note regarding the latest 56J newsletter. I have serial # 6800576, body 56J K7 2838, Green/White exterior colors, and it has all vinyl green/white interior. No cloth inserts. Mylar is GOLD, not silver. Piping on seat seams appeared possibly silver but is really too deteriorated to tell.

When I first got my 56J, the engine color was a sort of Chevy small-block orange, but it had obviously been repainted years ago too. Red is the generally accepted color re: SDC judging standards. Possibly 1956 Packards were the orange color engines. If so, engine swaps might explain the discrepancy.

BILL GLASS VALHALLA, NEW YORK

March 24, 1994

THE HAWK FROM HELL



So what has been happening with the Hawk from Hell....

A year ago last November, we were set to take her to Reedsville, Pa. Being intelligent, I decided to have the transmission rebuilt prior to a series of five hour drives. The transmission was

rebuilt pretty well, but you know those ultramatics.

It now shifts flawlessly except that you

need to warm up the car for about 15 minutes prior to driving. Some if not all of the fluid in the torque converter drains down into the pan after the engine cools. This problem is not uncommon, however the repair costs are astronomical.

Why the flaw was not caught during the rebuild is that there is no way of determining it when the transmission is out. This condition only occurred after about a thousand miles after the rebuild. But what caused us not to use the Hawk from Hell to Reedsville was the owner of the transmission shop creamed the Hawk from Hell with his flat bed. Yes folks, he crushed the front end. Two weeks later, it was better than new.

This past year summer/fall, the Hawk from Hell was plagued with gremlins in the brake system. Very low pedal pressure, and enormous stopping distances. We kept readjusting shoes, readjusting master cylinder and no avail. But, after you would drive for a few miles, the brake lights would stay on signifying that there was pressure.

Now the car has a new master cylinder and we have better braking but after about 15 miles, the pedal gets very high and hard. Nobody can figure this one out.

So now we have two problems, leaking torque converter and weird brakes. Around August, we started to hear some very strange valve? noises. Now I am angry as this is a rebuilt engine. Less than 3000 miles and the valves go?! Sent the car to a shop and the mechanic on duty said it wasn't the valves, but a bad push rod and rocker arm. He told me I could fix it myself. So I took off the rocker arm cover and there was a push rod worn down to NOTHING. I replaced the push rod with another, as I had bought too many from Tony at A&M when I thought I didn't, etc.

Three hours later after a 40 mile run, the noise was back and the lifter (new) was worn down. The Hawk from Hell lives. Pulled the rods and started to compare the push rods that worked okay to the one(s) that failed. I discovered by chance that there are two styles of push rods. One has an oblong weld at each end and one has a circular weld at the tips. All the push rods that failed are the ones that have the circular welds.

After very close examination, I found that the heads/tips are different slightly in the crown or shape. I scrounged through my parts to find a full set of push rods with oblong welds. These were not the originals from the Hawk's engine, but from a spare engine which I have sitting in the garage. So now we have a bad transmission, bad brakes, and bad push rods.

This year we started to restore our 1947 Commander convertible, which shares space with the Hawk form Hell. To be careful, we
started a tradition. Whenever the 1947 was to be worked on, the Hawk went outside so not to scratch, dent, or set fire to the Hawk. The last few weeks we discovered immense amounts of oil on the garage floor, whoa, NOT WHAT? I cannot find anything as yet, as it is too cold to get under the Hawk. The floor is around 35 degrees no matter what we heat the garage to. I suspect it might be the pan, but in the meantime, I built a huge kitty litter pan for the Hawk from Hell. Biggest problem, THE CATS sneak under the Hawk and dump there waste under there.

I have basically given up showing the Hawk from Hell, as we constantly lose to Chevys and T-Birds. We even lost a Studebaker show to a beautiful 1960 Hawk that had more chrome under the hood than any three J.C. Whitney catalogs.

BONDO BILLY'S TOP 10 REASONS TO KEEP THE HAWK.:

10. No part that I welded in place other than the gas tank has fallen off since the restoration.
9. All the paint has stayed on the car.
8. All the oil leaks are non mysterious. Transmission oil is red, motor oil is brown.
7. Doors still open and close without sagging.
6. The hood has not flown open.
5. Most people have no idea what it is.
4. It's easy to determine what failed.
3. It's a mystery how it stays on the road.
2. It's a mystery how those great brakes stop it.

And the number one reason to keep a Golden Hawk? *over thirty thousand dollars invested in parts, tools, rebuilds, auto body supplies, and thousands of hours of sweat.* (NOTE: I'd add another reason, Bill, if you sell that "*little bird*", you're out of *56J ONLY.)*

I saw those new interiors you speak of from *Phantom Motor Works*, really fantastic looking, but I cannot justify the expense. Not after I spent two thousand on an interior four years ago. While mine "ain't" exactly prototype, it's close enough, and what with a real headliner, I can't complain.

You might ask what I would do differently if I had another to do? I WOULDN'T: Remove the rear side windows, rush through installing the front side windows, get one with an ultramatic transmission, take off the doors by leaving the hinges on the car, and finally, I wouldn't make a C-K coupe the first car that I ever restore.

BOB STRAIT IRWIN, PENNSYLVANIA

March 21, 1994

Thank you for the back issues. They have been great and a wealth of information for restoring my 1956 Golden Hawk

My frame and running gear are restored and I am finishing up the engine. *Phantom Auto Works* in Knoxville, Tn., has finished my seats like the original, all

vinyl black and white, and they are working on the door panels.

NAPA #21098 mufflers should fit our cars and they have a lifetime warranty.

I am in need of an N.O.S. or good used transmission indicator for the steering column, part # 1539769 showing what gear the transmission is in. I hope someone who replaced the ultramatic with a 3 speed can help.

My windshield washer bag and bracket is missing. Where is the washer bag original location, with power brakes?

WHEEL ESTATE

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

FOR SALE

1956 GOLDEN HAWK; very early production (#19, LA built); 374 CID, dual quad, 310 HP, ultramatic, ps, pb, p-seat, tt, www, wire wheel covers; many NOS goodies and extra parts, black over red; partially restored, overall #3 condition, very strong runner, call or write for extensive detail sheet and photos. **ALSO** excellent 1956 Packard 3 speed OD transmission w/bell housing $300, good used tach sending unit $75, new dash wiring loom $100, pair good used tail light housings (LR not GH) w/lenses $50, good used 352 engine parts complete less block $150 all or what do you need? Dennis Larkins, 4826 Rosemont Ave., La Crescenta, Ca. 91214, 818-957-8086.

1956 SKY HAWK parts car with Golden Hawk fins and check mark moldings. Car is complete execpt for the engine. It has all glass and trim and has a 289' crank, $300 or I will trade for any 1912-1914 era Flanders literature. Nick Uhl, Oak Hill Recycling Center, 131 So. U.S. #1, P.O. Box 439, Oak Hill, Florida 32759, 904-345-3049.

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.

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG. Taken from the 1953-58 Body Parts and the 1955-58 Chassis Parts Catalogs, Catalog contains only 1956 Golden Hawk parts and illustrations. 320 pages of specifications, illustrations, parts lists, alphabetic index, numeric index, plus separate lists 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 $25.00. (includes S & H).

56J CATALOG $25

also

16" x 20" COLOR POSTER of my car taken by Randy Fugate. $20.00.


16" x 20" poster $20

Reproduction oil filter decal, red with black lettering. Produced by *Autosport Specialties.* $3 + **SASE.**

Frank Ambrogio
1025 Nodding Pines Way
Casselberry, Florida 32707

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.

179 Tom Mann 4702 New Milford Rd.
Ravena, Ohio 44266 216-325-2335

180 Daniel Young P.O. Box 916
Eureka, Montana 59917

181 Robin Laycock & Robert Paquotte
3031 3rd. Ave Castlegar, B.C. VIN2R5

182 George Kelchak 2390 Architect Dr.
Chesterton, Indiana 46304

183 Joseph (J.R.) Parker 1564 Keats Ave.
Clovis, Ca. 93611 209-323-9713

184 George Strepka 9257 W. Pleasant Ave.
Tinley Park, Il. 60477

(NOTE: Due to our infrequent printing schedule, I have lost contact with several members who have moved and their post office forwarding order has expired. If you move, please remember me when you send out your change of address forms.) Does anyone have a current address for: Ron Meyer or John Williams

The Art Of Gary Hallgren

FIRST IN A SERIES OF T-SHIRTS SWEATS AND MUGS

GREEN, YELLOW, RED AND BLACK

SLATE GRAY, DECO PINK, WHITE AND BLACK ON WHITE

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Valhalla, NY 10595
PHONE 914 948-4384

T-SHIRTS $10.00 SMALL THRU XTRA LARGE $12.00 FOR XXL
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MUGS $7.95 (DISHWASHER SAFE)

ADD $2.50 FOR POSTAGE AND HANDLING
VISA AND MASTERCARD ACCEPTED

watch for the next four designs, and collect them all

18-9

SUMMARY

01. GEOFF FORS' GREEN/WHITE HAWK HAS ALL VINYL INTERIOR, AND GOLD MYLAR.
02. CHRIS ALTENBURG (NON MEMBER) HAS A PROCEDURE FOR CONVERTING THE SINGLE RESERVOIR MASTER CYLINDER TO A DOUBLE RESERVOIR SYSTEM.
03. BRENT HAGEN WILL REPAIR TACHOMETER SENDING UNIT WIRES. HE NEEDS A TEMPLATE FOR MOUNTING THE AC-2778 SUPER-VUE OUTSIDE MIRROR. HE WANTS TO KNOW THE WHITE WALL SIZE.
04. BILL GLASS REPORTS ON THE *HAWK FROM HELL* AND HAS T-SHIRTS FOR SALE (MRS. G'S).
05. BOB STRAIT SAYS NAPA MUFFFLER PART # 21098 WILL WORK, NEEDS THE TRANSMISSION QUADRANT, INFORMATION ON THE LOCATION OF THE WINDSHIELD WASHER BAG.
06. RENE HARGER OF PHANTOM AUTO WORKS IN KNOXVILLE, TENNESSEE IS REPRODUCING HEADLINERS FOR THE 1956 GOLDEN HAWK.
07.
08.
09.
10.
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 ****

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