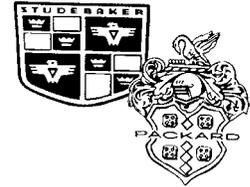


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 020

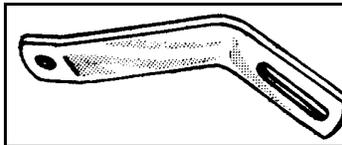
ESTABLISHED JANUARY 1, 1989

JANUARY 1995

## MINE'S ORIGINAL

Thanks to those of you who sent in donations and/or completed and returned the questionnaire which I sent out last July.

One item which created quite a few comments was the one concerning the generator adjustment arm bracket. I stated that the slotted end was most often observed mounted on the engine block instead of on the generator.



Generator Adjustment Arm

So many of you insisted that your car "was original" and that the slotted end of the bracket was mounted on the generator. Well, my two cars are "original" also and the bracket is mounted the other way on both of them.

Let's face it, even if you bought your car new, some things may have been altered over the years. If you've had body or engine work done, the shop may have done some improvising that you are not aware of.

Some of you also told me to check page 169 of the "parts book" which shows the bracket with the slotted end near the generator. To that I can only say, "**I wrote the book**". You see, that same drawing is on page 56 of my own catalog, *The 1956 Studebaker Golden Hawk Parts Catalog*. I am well aware of that drawing. That drawing also appears on page 23 of the *1955-56 Packard Parts and Accessories List Catalog*, but that doesn't mean that all the cars came from the factory that way.

I was told that the reason the arm was mounted with the slotted end on the engine block was because mounting it the reverse on Packards caused the arm to hit the inner fender apron.

In checking out this theory, I have received conflicting comments from various Packard sources.

Ken Stuckey of Orlando, owns a 1956 Packard Executive. Here is what Ken has to say:

*"Most Packards, including my own, have the slotted end of the generator bracket at the generator, but I recently saw one reversed. My parts book confirms the former as the correct location. To avoid*

*the interference with the fender (actually on my car, an air duct), there is a spherical depression about 2 inches in diameter and 1/2 inch deep in the flat duct surface.*

*I recently saw a Packard Caribbean with the problem you mentioned. the bracket had been contacting the duct, mainly because it fell slightly below the depression. I suspect this may have been due to sagging motor mounts. I expect deteriorated mounts could also cause the engine to rock excessively causing the problem."*

So we have one theory which advocates mounting the slotted end of the bracket on the generator. Ken's comments make a lot of sense to me.

I also wrote to the *Packards International Motor Car Club*. The unsigned, returned correspondence stated that the slotted end of the bracket was mounted on the engine. No explanation was given for this declaration.

Bob Palma, editor of *The Studebaker Co-operator* which appears regularly in *The Studebaker Drivers Club's Turning Wheels* also responded to my question. He checked the bracket on his father's 1956 Clipper Super and reported that the slotted end was mounted on the engine.

Bob continued, "*There is a dimple in the fender apron that might provide clearance if the bracket was reversed, but I doubt it!*"

Your answers to that particular survey question have also been quite interesting. Of all the Los Angeles assembled cars, those beginning with serial # 680nnnn, all but two owners (16 out of 18) listed the slotted end on the generator.

On the South Bend produced cars, those beginning with serial #603nnnn, 23 out of 35 said the slotted end was mounted on the engine block.

So, after all this research, all we have are differing accounts on how this bracket was mounted.

Although the manuals indicate otherwise, I think that the above material suggests that many cars did, in fact, come from the factory with the slotted end of the generator adjustment arm mounted on the engine block. Now please pay very close attention to the following paragraph, so I don't get any nasty cards or letters.

**IMPORTANT:** I am NOT suggesting that you mount that bracket one way or the other. I think that the way it is mounted is of little consequence as long as it does the job for which it was intended. **What is important is that we know the facts, should the question come up.**

If someone admonishes, "you've got that bracket mounted backwards", you can cite the facts from this research to prove that your way is probably correct.

It is quite possible that the generator adjustment arm was mounted a certain way initially and changed later in the model run.

Unfortunately, our results are not as conclusive as I would have liked. This is because only 62 questionnaires were returned to me out of 234 mailed. Many of those indicated that the Packard engine was no longer in the car so the bracket location could not be determined.

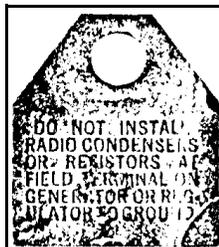
Many of you probably figured that your car was in too "sorry" a condition to warrant using it in the survey. Actually, I was especially interested in those cars which have been sitting around *unaltered* for decades, as these would probably give us more accurate information.

Another item on the questionnaire had just the opposite response with only one person addressing the item. This one concerned the generator tag. Many of you thought I meant the green and silver metal *Auto-Lite* tag, but that was not the case.

I was referring to a 1-1/4" long by 1" wide red tag (thin cardboard) attached to one of the generator terminals. I don't know what each terminal it is called, but it is the one nearest the engine block. Gordon Bowerman of Nenana, Alaska was the only one to provide any information on this tag.

Gordon sent a photo copy of the tag which I have reproduced here. The wording reads:

"DO NOT INSTALL  
R A D I O  
CONDENSERS  
OR RESISTORS AT  
FIELD TERMINAL ON  
GENERATOR OR REG-  
ULATOR TO  
GROUND".



Both of my cars have remnants of this tag, but neither was readable. Thanks to Gordon for his effort. I'm not sure if this tag can or will be reproduced, but at least we know about its existence.

As you can see, the questionnaire proved to be quite interesting. Even though much time has passed, I hope you will still complete the questionnaire and return it to me.

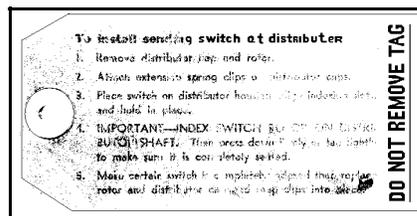
There is also another red tag, somewhat larger, which goes on the wire from the tachometer sending unit. It is about 4-1/2" long and 2" wide with printing on both sides.

One side details how to install the sending unit, and the other has specific instructions for removing it. Mine is

somewhat worn, but I have reproduced one side here to give you an idea of what it looks like.

Only one of my cars came with this tag. The previous owner had removed it and put it in an envelope. On the envelope was written, "red tag inside goes on tachometer sender wire from distributor under hood."

Although this item was not on the questionnaire, I would appreciate photo copies or any other information.



### **GEOFF FORS MAKES OCWNM**

*Old Cars Weekly News & Marketplace* has a section called *Club Clips* clipped by Gerald Perschbacher. Gerald scans various newsletters sent to him for items he feels would be of interest to *OCWNM* readers.

The October 13, 1994 edition featured portions of the letter from Geoff Fors which appeared in the September, 1994 issue of *56J ONLY* concerning brakes.

As you may recall, Geoff was discussing the problem which occurs when the brake fluid boils due to too much pressure.

I know the problem first hand, as it happened to me on the way home from a car show in Lakeland, Florida in early 1992.

Geoff's explanation was right on the mark and I guess Mr. Perschbacher felt it merited a repeat performance. It was good to see our group mentioned in this fine publication. I guess you could call it a **brake** for us.

### **SPECIAL GOLDEN HAWKS**

Thanks to Dennis Lambert of *Newman & Altman*, I had a chance to review **some** of the 1956 Golden Hawk production orders in October, 1993.

The records are on two separate reels of microfilm, the quality of which I would have to describe as *somewhat less than perfect*.

The South Bend car production orders are on one reel but there are a couple of groups which are not in sequence. The Los Angeles car production orders are on the tail end of a second reel and follow another group of cars.

I'm sure a person could spend weeks, possibly months, reviewing these records and still not be able to categorize these cars and options.

Here is some information on a few cars that caught my attention.

## **THE FIRST GOLDEN HAWK**

The production order for 1956 Studebaker Golden Hawk serial number 6030001 lists this Hawk as a *show car* with body number 1 and engine number K-1001.

The date the order was written is listed as 05-10-56 (which I assume should have been 05-10-55). The final assembly date is shown as 09-23-55, and the shipping date as 12-08-55.

Other items on the top part of the production order show a factory order number of 10001-13, ignition key number of 009 and it shows *ship via ST*, whatever that means.

The paint code of P5636 tells us that this first Golden Hawk was painted the popular *sunglow gold/snowcap white* combination.

It also lists automatic transmission, power seats, power windows front, and tinted glass. There is a note on the production order which reads, "take above serial -add power strg."

The first 56J came equipped with climatizer, cigar lighter, back up lights, left side spotlight, license plate frame, w/s washers, clock, outside rearview mirror, tail pipe extensions, and internally controlled antenna.

There were a few items which caught my attention. Although the engine number prefix (K) indicates that this should have been a manual transmission, it is listed as having the ultramatic.

The windshield washer accessory code (AC-2499) is listed in the *Parts Book* as being used on 1954-1955 models. The accessory code number used on later 1956 Golden Hawk models was AC-2774 .

The left side spotlight (AC-2730) was also listed as being used on 1955 models. The number for 1956 Golden Hawks was AC-2765 and AC-2766 for the left and right spotlight respectively.

And finally, the license plate frame code AC-2743 does not appear anywhere in my body or chassis parts manuals for the years covering the 1956 models. The *1956 Studebaker Accessories* catalog does list two license plate frames, the *Regal* (AC-2495) and the *Deluxe* (SP-50048).

The last serial number produced at South Bend was 6033472, and Los Angeles was 6800601. Adding the serial numbers from both South Bend (3472) and Los Angeles (601) totals 4073, yet the total production for 1956 Golden Hawks is shown as 4071.

The destination field of the production order for both Serial number 6030001 and 6030002 indicates *show car*. Either these two cars were not counted in the above total, or there is a break in the sequence somewhere along the way. A third possibility might be that they were returned to the factory and assigned new serial numbers. Any ideas?

## **MISSING, ONE GOLDEN HAWK**

The April 1980 issue of *Turning Wheels* contained a color cover picture and a story of a 1956 Golden Hawk. The title of the story on page 3 was "*Driving a Memory*" and it was written by the car's owner, David Giammattei of Pottstown, Pa.

According to David's story, he was teaching history at the Hill School, a secondary boarding school for boys in Pottstown. He spotted the car for sale in September 1978, in a Philadelphia newspaper in which the ad claimed the car had only traveled 34,000 miles.

David found out that the car was originally purchased by Mr. & Mrs. John R. Christie, in October 1956 from C & G Motors in Laureldale, Pennsylvania. Apparently Mr. Christie drove the Hawk for six or seven years and then parked it when he felt the big Packard engine was more than he could handle. David bought the car and must have had it for at least 4 years.

The car, serial # 6031705, was the Mocha/Snowcap White combination (David called it mauve in his story). It also had Studebaker script and a V-8 emblem on the front fender. Based on the serial number, the car should have had neither. The V-8 emblem is located at the front of the fender, just above the bumper in front of the wheel well opening. This emblem was not used until late in the model year, and although the exact location of where it should go is uncertain, I have never seen it mounted in this location on any other 1956 Golden Hawk.

The Studebaker script appears to be mounted a little too high on the fender and closer examination of the cover photo reveals what appears to be a gold hawk bird emblem. This emblem was not used on 1956 models.

This same car is featured on a postcard by *Autosport Specialty* of Knoxville, Tennessee. The postcard has been for sale at many national meets and many of you probably have one in your possession.

Vince Habel, who had been keeping a roster of all 1956-58 Golden Hawk owners, forwarded all his information on 1956 Golden Hawk owners after I started our group. In one of Vince's letters to me, he stated that David had sold his car because he found out that the car was not all original. Other than the additions of the aforementioned fender ornaments, it would seem that with only 34,000 miles driven by an elderly gentleman, there couldn't have been too many modifications.

David's name last appeared in the Pennsylvania section of the 1981-1982 *Studebaker Drivers Club* national roster. The car has dropped out of sight and is not registered with us. It seems that a car in such nice condition should still be around unless it was demolished in an accident.

Does anyone have a clue as to what happened to this car?

## DISCOVERED, ONE GOLDEN HAWK

In going through my records, I discovered that member # 53, Robert Washington of Ballston Lake, New York, is the owner of serial # 6030469.

What is significant about this particular car, is that it is the first one to have the new *tri-level* paint scheme. Along with this new paint scheme, Code P5636 Sunglow Gold/Snowcap White, came a new "Check Mark V" molding and a new rear quarter stainless molding at the base of the fin running from the check mark to the tail light.



NEW TRI-LEVEL PAINT SCHEME

Prior to this serial #, the original style paint scheme was used. This style had a painted molding on the rear quarter panel and the "Check Mark V" molding had a smaller cut-out at the rear where the painted molding fit in.



ORIGINAL PAINT SCHEME

There is nothing significant on the production order for this car. No notes indicate that this car was to be painted in a different style. The production order for serial # 6030468 also shows no special indicators.

## ALMOST FOUND, 1 GOLDEN HAWK

In 1992, someone from Texas named Gene called to say he owned a 1956 Studebaker Golden Hawk, serial # 6031897. This car was one of those listed in the December 1973 issue of *Turning Wheels*. The list was submitted by Vince Habel of Columbia, Pa. As mentioned earlier, Vince was the keeper of the 1956-58 Golden Hawk roster at that time.

I have been trying to track down the 19 cars that were on that list. Gene said he would write and send pictures, but he never followed up on that promise. Since I have no address or last name, I have no way of getting in touch with him.

This car was owned, at the time list was published, by Jimmy Bowman of Abilene, Texas. The 1992-1993 *Studebaker Drivers Club* roster lists three members named Gene (Carey, Peiter, and Van Horn) and one named Eugene Langkup.

Does anyone in Texas know of someone named Gene who owns this 1956 Golden Hawk?

## NOTED, EARLIEST GOLDEN HAWK

Looking through the production orders for 1956 Golden Hawks last year, I found that the first regular production American car was serial # 6030027. Serial #s 6030001 and 6030002 were designated as *Show Cars*.

The next 24 cars (6030003 - 6030026) were sent to Brussels, Belgium. I hope to do an article on this group some day.

This leaves serial 6030027 as the first production 1956 Golden Hawk for domestic distribution. No one in our group has this car, but member Billy Green of Loganville, Georgia does own serial # 6030028.

When Billy joined our group, he listed the car as a parts car, so its future is not certain at this time. The production order shows that this car was painted the (P5639) Yellowstone/Midnight Black two tone. Options included rear speaker, automatic tune radio, internally controlled antenna, climatizer, windshield washers, and front seat belts.

This car's final assembly date was 10-28-55 and was shipped on 11-12-55. Someone probably had a nice Thanksgiving that year.

## SERVICE BULLETINS (From Small World Press)

You can still order Service Bulletins from *Small World Press*, 300 North Railway Street, Dundas, Mn. 55019, 507-645-7570. They also produce reprints of parts catalogs, shop manuals, and owner's manuals. The following is taken from their catalog.

The service bulletin was a factory publication for dealers. Issued regularly-although the interval varied over the years-and containing, in addition to service and technical information, articles on financial management, marketing, classified ads, and general public relations. Any given issue is likely to contain articles covering all models in several years, so there is no way to offer "the issues which cover my car". Usually, the articles which might concern your model begin to appear the previous fall and are mostly in your year, with a fair number the following year. Later than that, the articles you might want are probably too scattered to justify buying a whole year's worth. We list them by calendar year except where there is a clear line between model years. You can buy individual issues on a per-page basis. If you know which issues you want.

Note the indexes, which cross-reference articles by topic and model application.

In our view, the service bulletins are mostly a nostalgia item; we make them available because we think everything should be available. However, if they happen to hit a problem your car has, which isn't covered anywhere else, then they are undoubtedly worth it.

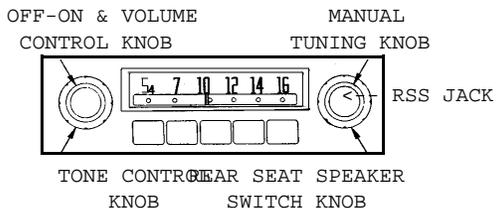
Service bulletins which may pertain to the 1956 Golden Hawk are contained in the bulletins listed below.

MODEL YEAR	NUMBERS	PAGES	PRICE
1956	310-317	56	\$ 8.00
1957	318-328	84	\$10.00
1958	329-341	112	\$13.00
1959	342-350	86	\$11.00
1960	351-358	50	\$ 7.00
1961	359-364	56	\$ 7.00
1962	365-368	48	\$ 7.00

Also available are 1955-56 Twin Ultramatic Color Charts, 40 pages for \$20.00

### CAR TUNES

If your AC-2747 "Stratoline" Automatic Tuning radio isn't working, check the setting of the speaker control knob before you pull the radio out and send it off to have it repaired. Make sure that your speaker control knob isn't set on the rear speaker setting. The Speaker control knob is located on the right side of the radio and it is the chrome circle knob behind the black tuning control knob.



It has three setting for front speaker, rear speaker, and both. If it is set to the rear speaker, and your car doesn't have a rear seat speaker (or if it doesn't work) then the radio won't play. This knob is supposedly locked unless a rear seat speaker has been installed, but after 38 years, anything goes.

If you want to install a rear seat speaker, there is a jack located on the right side of the radio (behind the dashboard). The jack will take an RCA type plug. That plug and about 15 feet of wire run along the sill plate and into the trunk will put you in business.

You can buy a good speaker from Radio Shack. Catalog No. 40-1261C is a 5" x 7" speaker which will bolt right up to the existing holes in your car's rear package shelf. You will also need a speaker cover of the same size. This can be purchased from Studebaker Of California, 1400 Santa Fe, Long Beach, California 90813.

There is already a speaker cut out on the rear package shelf which you can knock out. Then cut a matching hole in the cardboard which covers the rear package shelf.

Mount the grill and speaker, connect the wires, tune in your favorite oldies station, and STANDBY, YOU'RE ON THE AIR.

### REGISTER/REGISTRY

Our newsletter's name was changed from Hawkeye to 56J ONLY because the latter more accurately reflects its contents and purpose.

Our club has also gone through a few name changes for the same reasons. Currently we are known as the 1956 Studebaker Golden Hawk Owners Register. Many people insist on using the word Registry in place of Register.

When I decided on Register, I did so after checking my handy dictionary to see how the two words differed.

A register is basically a record or list of events, items, etc. Our club qualifies, as I do maintain a record, or list, of owners and their cars.

The definition given in my dictionary for Registry is 1. registration, 2. an office where registers are kept, 3. a register.

It seems that either word would be correct. It simply depends on the image a person or organization wants to project. In our case, it probably depends on just how big my own ego can get.

A Rolls Royce group would be obligated to be called the Rolls Royce Owners Registry. Register is too common, almost barbaric. Also, only the DuPont Registry would work.

To me, Studebaker and Registry together sounds a bit arrogant, bombastic, snobbish, pompous, and pretentious (sorry, I got lost in the dictionary, I call it Webster's Loop).

Lately, the word, oxymoron, has come into vogue. Defined: a figure of speech in which opposite or contradictory ideas or terms are combined (e.g., sweet sorrow, thunderous silence, instant legend, and I might add restored original).

Although contradictory, they sound correct when we hear them. The phrase Studebaker Registry probably doesn't qualify as an oxymoron, but it still strikes me as a bit contradictory. Studebaker Register just sounds better to my ears. I suppose I could learn to become numb to seeing Studebaker and Registry used together.

But it won't happen here.

### ITEMS FROM SERVICE BULLETIN 317

#### ENGINE NUMBERS AND IDENTIFICATION - 56J MODEL

Please refer to the front inside cover of the 1956 Shop Manual. At the bottom of the page under, "Starting Engine Numbers", the note under 56J should read as follows:

Regardless of where the car is produced, models with overdrive, the starting engine number is K-1001; with Ultramatic the starting engine number is S-1001.

The engine numbers as now given in the Shop Manual are incorrect.

### **STARTER MOTOR PINION ADJUSTMENT - 56J MODELS**

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

Whenever the starter motor has been disassembled or the solenoid replaced on a 56J model, check the starter motor pinion clearance.

Correct clearance is necessary to obtain switch contact at the proper time in relation to the pinion engagement with the flywheel. Insufficient clearance will prevent the switch from closing properly and result in burned contacts. Too much clearance will cause the pinion to hold in mesh with the flywheel and prevent the switch contacts from opening if the engine fails to start. Improper clearance will also cause excessive wear on the pinion and flywheel teeth.

To check the clearance, use a screw driver and press the solenoid plunger (not the shift fork) inward until the plunger bottoms, then measure the clearance between the end of the pinion and the stop on the armature shaft. It should be 5/64" to 1/8". Adjust, by first removing the link pin and then screwing the link in or out as required.

### **INTAKE VALVE SPRING REPAIRS - 56J MODELS**

*Please record this article on the Service Bulletin Reference page at the end of the engine section of your 1956 Passenger Car Shop Manual.*

There have been some reports that the intake valve spring retainers on the 56J engine had broken or were damaged when the car was driven at extremely high speeds for extended periods. Therefore, a new hardened spring retainer has been released and entered production with Engine No K-1638 on cars equipped with overdrive and with Engine No S-4063 on cars equipped with Ultramatic Transmission

The new Intake Valve Spring Retainer, Part No 6492077 is available at your Parts Depots.

Where inspection reveals that one or more retainers are damaged or broken, it is recommended that a complete set of new retainers be installed.



### **FROM THE MAILBAG**

(Letters are edited as required.)

#### **JEAN THOMPSON**

September 6, 1994

Thank you so much for all your help at the SDC International Meet in Minneapolis. I never could have gotten through it without your help!

I'm pretty sure your one letter about being obsessed about the car referred to me. Oh well, I have no other bad habits! A special thanks also to your wife Anita, who put up with all those late night calls on what color this or that was. It does sound a little obsessive doesn't it?

It was good meeting both of you. The car is just fine and I sure am proud of it. I'm sure I would not have placed as high as I did without all the information you so generously gave me. I've talked to you so often, it was fun having a face to place with the voice.

One thing I truly believe is that if everyone took as much interest and put as much time into these cars as you do, a lot more people would have a lot better, more accurate, and historically correct cars.

It was a lot of work, money, and sleuthing to get this thing together and you were a great help.

(NOTE: Thanks for the kind words, Jean. The fact remains that no matter where the parts or information came from, you were the architect behind the project, did all the work, and deserve all the credit for your first place award.)

#### **BRENT HAGEN PORTLAND, OREGON**

September, 17 1994

I found more fan blade information in Service Bulletin #316, pg 2 (I just used your index in the back of your 1956 Studebaker Golden Hawk parts catalog!). I have never seen the replacement fan blade #1542138-P with 8 rivets instead of 4 and made of heavier gauge steel. Supposedly, 56J models after serial #6033140 have it. Can anyone verify this? What about LA cars?

The leather hood hold down belts are starting to catch on here. Six Hawks sport them, including 3 56J models. Save those hoods! I am going to have more made up. Still \$25.00.

Concerning the transmission belch on start up where the fluid belches out the filler tube, my transmission repair man says my transmission was missing the breather. He tapped a hole on top of my transmission rear housing and installed one. According to him, this could be part of the belch problem.

By the way, my car is still in his shop.

I guess my transmission is a nightmare. It looks like it is half 1955 and half 1956. He

said he has never seen anything like it in over 30 years. I guess he is going to try and convert it back to 1956.

Portland, Oregon may well turn out to be the "Golden Hawk capital of the world." I now know of 12 Golden Hawks personally. I am trying to track down at least 6 more rumored to be in the area.

Speaking of decals (oil bath), I copied the info line for line off a NOS 56J air cleaner I bought from *Packard Farm* a few years back. Like you say, it is different from all 5 of the ones for sale through *Studebaker of California* and others.

(NOTE: I bought a NOS oil bath from *Packard Farm* a few years ago also. The decal on that unit was exactly like the one described by Bob Dietzler in the last issue.)

### **DOUG JACKMAN MUSCATINE, IOWA**

December 1, 1994

I'm sorry it's taken SO long to write. I was waiting for the *Newman & Altman* production order so I could send you a copy, and when it arrived it was for the wrong car - 6030698 instead of my 6030398. I have now received the correct one so have enclosed copies of both.

Thanks so much for the back issues of *56J ONLY* - absolutely astounding the information they contain. Although I'm somewhat of an old hand at auto restorations, this is the first Studebaker I've owned, so the information provided by your newsletter (and its contributors) is invaluable.

I've enclosed a check for the decal set minus the oil filter decal you already sent plus a small contribution for postage. I've also enclosed a couple of photographs: a) my original oil filter decal is approximately 80% complete and differs from the one you sent mainly in size, and b) my power steering pump top lettering is somewhat complete and may be of interest to someone. (NOTE: I couldn't reproduce the picture here. If you are interested, you might contact Doug.)

I've also purchased a NOS oil bath air cleaner with decal in place. A photo of that is still in the camera and will be sent to you as the film is developed (I take lots of pictures).

I'd appreciate your spreading the word via *56J ONLY* that I do need a set of stock valve covers. As I've mentioned in earlier correspondence, mine have been dimpled for rocker arm clearance - some previous owner had at some time installed a racing cam with solid lifters ("Iskenderian Full Revmaster E4") which apparently necessitated the dimpling. Although it's in excellent shape, I do believe I'll return everything to South Bend specs, as 275 hp is plenty for this old farm boy.

Restoration continues . . . the O/D

trans is done, but I've been unable to locate the rear O/D seal - the Victor 47441/National 417538 cited on Pg. 2 of the 8/26/91 *56 ONLY* is way too big (??) Also, the National

472924 front cover seal mentioned in Jimmy Facklam's letter in the Feb. 1990 issue was quite a bit too small for my front cover. At any rate, the engine is going back together now with everything new. So far, no surprises. There is a lot of iron in that old Packard block.

Will close now, repeating my thanks for the back issues, and looking forward to future correspondence.

(NOTE: Doug sent a subsequent letter on December 8 with additional information.)

I'm sending another letter your way so quickly for fear that I'll miss the next issue of *56J Only* - I've got another item or two that I'll be needing.

You may recall from my last letter that the valve train of my engine had at some time been modified, and that I was replacing the aftermarket cam and lifters with NOS 352 Packard units. Upon further engine assembly I discovered that the rocker arms are also not stock, and will not work with the now-stock hydraulic lifters. I'm assuming that my pushrods are stock - they're about 9-11/16" long. Anybody know if that's correct? At any rate, I know the rockers are incorrect as there are no left and right ones - they're all straight, and there's way too much gap between the rocker arm and the pushrod to be taken up by any adjustment. So . . . I need 8 each right and left rocker arms, and would greatly appreciate your putting out the word through the newsletter.

Engine and transmission are now done (save for the above mentioned), and pictures will be forthcoming. Body work starts this weekend - the front pillar support crossmember is in particularly sad condition, which I suspect is typical for a car that sat out in the "toolies" for as long as mine did. It is nice that it unbolts from the frame -- if anybody has a decent used one, I'd sure appreciate hearing from them (Illustration Number 1501-17, Part Number 1539043 . . . from your very excellent Parts Book).

### **HERE WE GROW AGAIN**

Please update your rosters as we welcome the following members. (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.)

191 John Turner P.O. Box 658  
Welches, Oregon 97067-0658 503-622-3855  
192 Jerry Senn W. 915 Rolland  
Spokane, Washington 99218 509-466-9407  
193 Don Bice P.O. Box 312  
Milford, Indiana 46542 219-658-4709

194 Harry K. Moseley RFD #7 Box 1175  
 Baxley, Georgia 912-367-2564  
 195 Douglas Jackman 2107 5th Avenue  
 Muscatine, Iowa 52761 319-263-8688  
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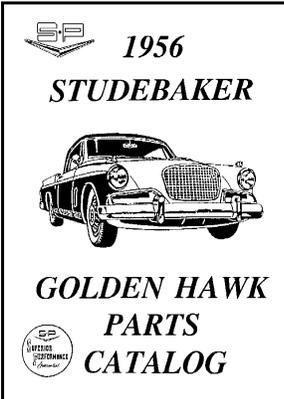


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**1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG.** Taken from the 1953-58 Body Parts and the 1955-58 Chassis Parts Catalogs, Catalog contains only 1956 Golden Hawk parts and illustrations. 320 pages of specifications, illustrations, parts lists, alphabetic 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.



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Long time Studebaker owner wants a #1-2 rust free car 56J 3 speed/OD, prefer 374" Caribbean w/2-4 bbls. Pay a fair cash price and promise to give your pride and joy a good home and regular exercise.  
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AC-2499 WINDSHIELD WASHER  
 AC-2688 ANTENNA KIT,, INTERNALLY CONTROLLED  
 AC-2728 MIRROR, SUPER-VUE OUTSIDE (FOR RIGHT OR LEFT SIDE)  
 AC-2730 SPOTLIGHT-LEFT SIDE  
 AC-2743 LICENSE PLATE FRAME  
 AC-2747 RADIO, -STRATOLINE- AUTOMATIC TUNING - C-K  
 AC-2750 CIGAR LIGHTER COMPLETE  
 AC-2754 DEFLECTOR, OUTLET PIPE (incls. screw) C-K  
 AC-2756 CLOCK KIT, ELECTRIC  
 AC-2762 BACK-UP LAMP KIT - C-K-D  
 AC-2769 CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS C-K (USA)

NOTES: Car is shown with an engine number of K-1001, yet has an automatic transmission. K, engine numbers were supposed to be for 3 speed/overdrive cars.

AC-2499 (windshield washer), was used on 1954-1955 models, the number was (AC-2774 WASHER KIT, WINDSHIELD - LHC) on later 1956 Golden Hawk models

AC-2730 (spotlight) was used on 1955 models, the number was (Ac-2765 SPOTLIGHT ASSEMBLY, LEFT and AC-2766 SPOTLIGHT ASSEMBLY, RIGHT) on 1956 Golden Hawk models

AC-2743 (license plate frame) does not appear in the body or chassis parts manuals for the years covering the 1956 models.

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MO.	DAY	YR.	MO.	DAY	YR.							
			05	10	56						10001-13	6030001
BODY NO.			IGN. KEY NUMBER			TRUNK KEY NO.		FINAL ASSY. DATE		ENGINE NUMBER		
1			009					09/23/55		K-1001		
DESTINATION								REGION CODE		DATE SHIPPED		
SHOW CAR										12/08/55		
SHIP VIA										SHIPPER NUMBER		
ST												
DESCRIPTION OF UNIT AND EQUIPMENT												
MODEL 56J K7						AC 2747 RADIO AUTO TUNING						
PAINT P 5636 SUNGLOW SNOWCAP						TAKE ABOVE SERIAL -ADD POWER STRG.						
TRIM T 8414 WC 343												
POWER SEATS												
POWER WINDOWS FRONT												
TINTED GLASS												
ULTRA TRAN												
710 X 15 4 WHT												
AC 2769 CLIMATIZER & DEFROSTER												
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XAC 2743 LICENSE PLATE FRAME												
AC 2499 W/S WASHER												
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01. **BRENT HAGEN** WANTS INFORMATION ON FANS. HE HAS HOOD HOLD DOWN BELTS FOR SALE.
02. **SERVICE BULLETINS** ARE AVAILABLE FROM *SMALL WORLD PRESS*.
03. **SOME STORIES** ON SPECIAL GOLDEN HAWKS.
04. **DOUG JACKMAN** NEEDS ROCKER ARMS, LIFTERS AND A SET OF VALVE COVERS.
05. **RADIO HINT** CONCERNING REAR SEAT SPEAKERS.
06. **FRANK AMBROGIO** WOULD LIKE TO RECEIVE ALL THE QUESTIONNAIRES HE MAILED OUT.
07. **REGISTER/REGISTRY** RATIONALIZATION.
08. **GEOFF FORS** MAKES OLD CARS WEEKLY NEWS AND MARKETPLACE.
09. **SOME INFORMATION** TAKEN FROM SERVICE BULLETIN 317.
- 10.
- 11.

**THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER**  
**C/O FRANK J. AMBROGIO**  
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