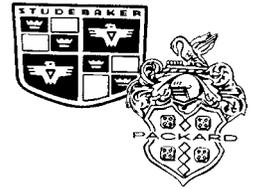


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 021	ESTABLISHED JANUARY 1, 1989	JUNE 1995
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## FULL COVERAGE, THE WHEELCOVER STORY

By Frank Ambrogio

In the February, 1990 issue of *Turning Wheels* Feature Editor, Fred K. Fox provided a little background on the word *wheelcover*. Fred noted that the double word "wheel cover" was used in a sales flyer sent to him by *Studebaker Drivers Club* member, Terry Judd. He noted that the company, *Lyon Inc.*, which manufactured the wheelcover and issued the flyer, stamped the one word "WHEELCOVER" on many of its covers. That same issue carried a letter by Gordon Mills who stated: "I believe the name "wheelcover" originated with the Lyon company in the middle 1940's... "

One prototype and three production wheelcovers were associated with 1956 Golden Hawks. The *Chassis Parts Catalog* refers to these wheelcovers as "CAP & DISC, hub" and follows each listing with a more definitive description. Their South Bend and Los Angeles (Vernon) accessory codes and the wheelcover descriptions are listed below:

CAP & DISC, HUB			
--- ACCESSORY CODE ---			
SOUTH BEND	LOS ANGELES	WHEELCOVER	NOTE
AC-2425	63	Wire Wheel	(Speedster)
AC-2738	62	Full Disc	(Standard)
AC-2780	??	Wire Wheel Overlay	(Prototype)
AC-2799	81	Spoke Type	(Mid year)

Since Studebaker assigned their accessory codes (AC-nnnn) in sequence, it would follow that the prototype wheelcover was being considered after the standard wheelcover was developed and prior to the introduction of the spoke type.

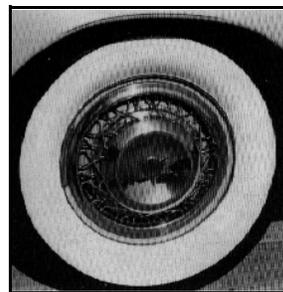
The Los Angeles accessory codes were supplied by *Turning Wheels* Almanac Editor, Richard Quinn. It is interesting that the Los Angeles codes for the first two wheelcovers are not in sequence. The earlier wire wheel type is code 63 while the later standard disc is code 62.

Thanks to Dennis Lambert and Newman & Altman, I had the opportunity to review the production orders for 1956 Golden Hawks in the fall of 1993. That review provided some interesting results. Based on the time frame that certain wheelcovers were available, my review was limited to those production

orders falling within and slightly beyond the appropriate ranges. It is certainly possible that a "straggler" may have cropped up in a series of production orders which I did not review.

NOTE: Every reference I've seen, indicates that 4071 Golden Hawks were produced in 1956. The totals are broken down as 3470 (South Bend) and 601 (Los Angeles). If you do your math as we go along, you'll notice that the totals I show add up to 4073. The Los Angeles serial numbers run from 6800001 to 6800601. The South Bend serial numbers run from 6030001 to 6033472. Adding the totals together (601 + 3472), produces 4073. Although some groups of production orders were not in their proper location in sequence, I did not notice any missing serial numbers while I was reviewing the production orders. It is quite possible that the first two South Bend cars, designated as "show cars" were not counted in the South Bend production total.

### WIRE WHEEL (AC-2425)



AC-2425

The wire wheel option AC-2425 had been available since 1953 and was standard equipment on the 1955 Speedster. Many people, in fact, refer to it as the "Speedster Wheelcover". Sometime in late 1955 or early 1956, production on this wheelcover was discontinued and this option ceased to be available. An article by Frank Peerman on page 4 of the Spring, 1975 issue of *The Southeastern Wheel*, suggested that the supplier, from Detroit, went out of business.

A letter appearing in the February, 1990 issue of *Turning Wheels* by *Studebaker Drivers Club* member, Terry Judd, indicated that this was not the case. Terry, who would later serve as the SDC President (1991-1993), stated that the wheelcover supplier was called Lyon Inc., and was located on Chicago Boulevard in Detroit.

Terry goes on to say that Lyon Inc., was founded by his grandfather, George A. Lyon. He adds that the firm was family owned until 1967 when it was sold to Rockwell-Standard. That being the case, the company did not go out of business in 1955, so the reason for the demise of the wire wheel Speedster wheelcover remains a mystery.

Regarding the Speedster wire wheel wheelcover, Terry writes: "Lyon also made the wire wheel covers used on the Speedster. As a matter of fact, if you look on the side of the inner rim of these wheel covers, you'll see the name "Lyon" stamped in the metal. By the way, the concept and design for the wire wheel cover was developed by my grandfather. Lyon Inc. also made most of the small hub caps used by car companies."

The wire wheel AC-2425 wheelcover appeared on 43 production orders for South Bend produced 1956 Golden Hawks. This total includes 7 cars which had the AC-2780 prototype option crossed out and replaced by AC-2425. The South Bend production orders with the wire wheel option had Final Assembly Dates ranging from November 2, 1955 to December 20, 1955. The range of serial numbers ran from 6030049 through 6030930.

On Los Angeles assembled 1956 Golden Hawks, the wire wheelcover code (63) appeared on 55 production orders for a combined total of only 98 cars. The Los Angeles production orders with the wire wheel option ranged from 6800185 through 6800419 and covered the dates from December 14, 1955 to March 6, 1956.

The production order shows that the last South Bend car, serial # 6030930, was assembled 10 days after the 2nd to last South Bend car. Curiously, it was also the only South Bend production order to have a later final assembly date (12-20-55) than the first Los Angeles production order date (serial # 6800185, dated 12-14-55).

It is almost as though the supply of AC-2425 wheelcovers ran out in mid December, 1955 and all the remaining AC-2425 wheelcovers were shipped from South Bend to Los Angeles for their use.

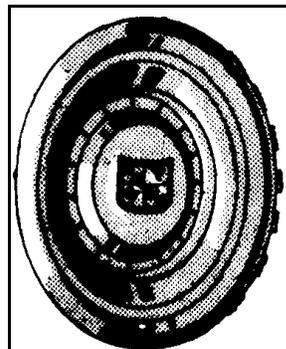
No matter what went on at that time, the result is that this option actually appeared on more Los Angeles production orders (55 out of 601) than it did on those from South Bend (43 out of 3472).

Although this wheelcover is quite popular today, it is interesting to note that the 98 total, represents only 2.4% of 1956 Golden Hawk production (4071 units). It is quite

possible that more 1956 Golden Hawks exist today with the AC-2425 wire wheel option than were delivered new.

#### STANDARD WHEELCOVER (AC-2738)

Wheelcover, AC-2738 was standard equipment on all 1956 Studebaker Golden Hawks and featured the Studebaker shield emblem in the center. This cover was only used during the 1956 model year. A slightly different version of this cover was introduced for 1957 as accessory code AC-2841.



AC-2738

Although this was the standard wheelcover, many production orders had no wheelcover option of any kind. This was especially true, but not in every case, of those cars which were destined for export, including Canada.

#### WIRE WHEEL OVERLAY (AC-2780)



AC-2780

According to an article by Feature Editor Fred K. Fox in the April, 1985 issue of *Turning Wheels*, AC-2780 was a prototype only, and never made it into production. The prototype was most likely being considered as a replacement for the wire wheel AC-2425 which, as mentioned earlier, ceased to be available.

Although listed as a prototype, the wire wheel overlay option AC-2780 did appear on 233 production orders for 1956 Golden Hawks. The option was crossed out however on 141 of those 233 production orders. Seven of the production orders had the AC-2780 option crossed out and replaced with the wire wheel option AC-2425. An additional 134 production orders had the AC-2780 option crossed out and replaced with the standard wheelcover option AC-2738.

Still, a total of 92 production orders for 1956 Golden Hawk cars had the prototype AC-2780 option listed including the first two "show cars", serial #s 6030001-6030002. These cars filled the production range from 6030001 to 6030784 and their Final Assembly Dates ran from September 23, 1955 through December 13, 1955.

Assuming the prototype was intended to replace the wire wheel, there may be some significance in that the "life span" of the prototype and the wire wheel ran concurrently. The "death" of the prototype

(December 13, 1955) and the "last breath" of the wire wheel (December 20, 1955) occurred only one week apart.

All the information on the prototype wheelcover pertains to 1956 Golden Hawks produced in South Bend. As stated earlier, a different accessory code identification was used on production orders for Los Angeles assembled 1956 Golden Hawks. There were 9 Los Angeles production orders which contained accessory codes which I could not identify. Those codes were 40 (3 cars) and 82 (6 cars). If there was a Los Angeles coded counterpart for the AC-2780 option, it would have had to be one of these two codes.

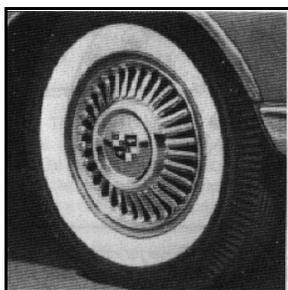
Even though this option appeared on 92 production orders, there is no evidence that the wheelcover was ever put into production. It is not listed in the "Parts Catalog" for 1956, which does include the later AC-2799 spoke type, and I have not seen it listed in any accessory catalog. It does appear on a few factory photos however and the 92 total is only 6 less than the number of wire wheel Speedster wheelcover AC-2425 option appearing on the production orders for 1956 Golden Hawks.

There are a couple of possibilities as to which wheelcover was actually used on these cars. It is certainly conceivable that there was some confusion surrounding the prototype and the wire wheel (AC-2425) wheelcovers. The result could be that all the cars listed with the prototype actually were equipped with the wire wheel option instead.

The wire wheel overlay appears to be an overlay which was mounted on top of the standard AC-2738 wheelcover. If so, it is then possible that the overlay was simply not added, and the car then came equipped with the standard wheelcover. Unless some new documentation turns up, that is something we will probably never know.

#### SPOKE TYPE (AC-2799)

Thanks to Richard Quinn, I have learned that the Spoke Type wheelcover, AC-2799 was introduced via Sales Letter No. 63 on February 7, 1956. This Sales Letter also indicates that "Effective with the release of these spoke type discs, wire wheel discs (AC 2425) will no longer be available as a factory installation." The letter gives no indication as to the reason.



AC-2799

Studebaker also supplied a Factory Dealer Announcement dated February 21, 1956 coded by the factory as "S84 (2-21-56)" which introduced the new *Spoke Type wheel disc*. Strangely, this announcement authorized the

use of the new disc for all cars dating back to 1953. This was most certainly a gimmick by Studebaker to sell more wheel discs. I assume they justified their action because the spoke type wheelcover was most likely meant to replace the wire wheel wheelcover which, as stated previously, had been available since 1953.

Whatever Studebaker's motive, I think most car restorers and hobbyists, feel that options which were not available at the time the car was produced are not authentic. Carrying that philosophy a step further, would a 1956 Golden Hawk produced before February 7, 1956, be considered authentic if it has the spoke type wheelcover? As Larry Weidner suggested in issue 019, this tends to get a bit obsessive.

The new spoke type wheelcover appeared on 208 of the South Bend production orders for 1956 Golden Hawks. The production range ran from 6031988 to 6033471 and covered the dates from February 16, 1956 to August 17, 1956.

An additional 22 Los Angeles 1956 Golden Hawk production orders featured the new spoke type wheelcover for a total of 230. The Los Angeles production ran from 6800468 to 6800598 and covered the dates from March 16, 1956 to June 1, 1956.

As is the case with the wire wheel option AC-2425, the optional spoke type wheelcovers are also very popular among 1956 Golden Hawk owners today. Their appearance on the production orders, however, is also a relatively low total comprising less than 5.7% of the total 1956 Golden Hawk production.

Sales Letter 63 stated, "When ordered from the factory for inclusion with cars, suggested retail price for a set of four (4) discs is \$18.50 list, with a dealer net at \$14.06." I have seen a few NOS sets for sale in excess of \$400.00.

Although a bargain by today's standards, it appears that few of the 1956 new car buyers were willing to lay out the additional cash for one of the optional wheelcovers. Even adding in the prototype Wire Wheel Overlay (AC-2780) which appeared on 2.2% of the production orders, the optional wheelcovers appeared on only 420 production orders. This amounts to slightly more than 10% of the production orders for 1956 Golden Hawks.

#### THE WHEEL THING

On 1956 Golden Hawks, the paint color below the side trim was referred to as the "body" color while the upper fenders and hood color was referred to as the "accent" color.

The wheels on all 1956 Golden Hawks were painted to match the *body* color. Thus if your car was painted the Mocha-Doeskin

(P5637) two tone combination, the wheels would be painted Mocha.

Snowcap White was used on the wheels of 4 color choices on 1956 Golden Hawks. The obvious solid color Snowcap White (P5612), of course, had the wheels painted Snowcap White. The wheels were also painted Snowcap White for three of the two tone paint schemes. Snowcap White-Midnight Black (P5630), Snowcap White-Romany Red (P5633), and Snowcap White-Sunglow Gold (P5635) all came with the wheels painted Snowcap White.

These four paint schemes were the only ones offered on 1956 Golden Hawks with Snowcap White as the body color. Since, the wheels were painted to match the body color, these four paint color offerings had the wheels painted Snowcap White.

### AIR CLEANER (OIL BATH) DECAL

The figure to the right was reproduced from the decal on the air cleaner which is on one of my 1956 Golden Hawks. I took the entire assembly to my local office supply store and made a copy of the decal, right from the air cleaner.



As you might imagine, I got a few strange looks as I turned the air cleaner upside down and placed it on the copier glass. I couldn't put the copier lid down, so I placed a white cloth on the glass around the air cleaner to keep the light out. After several adjustments, I was able to get a pretty good copy.

I purchased the entire air cleaner from Packard Farm several years ago and the decal matches the one on the original air cleaner that was on the car.

There seems to be some uncertainty over the exact wording of the United Specialties Co. air cleaner decal used on the 1956 Golden Hawk. The size of the yellow-black decal is approximately 3" x 1-1/2".

Member Brent Hagen also bought a new air cleaner from Packard Farm, but the decal on his had slightly different wording than the one I have.

The wording sent in by Bob Dietzler which was printed on page 5 of issue #019 is the same as the one on my car and also matches the one on member Luther Jackson's car. We believe that the air cleaner on each of these cars is original. This decal is not being reproduced at this time.

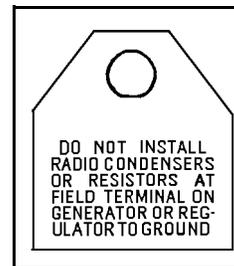
I have been in contact with John Brichetto of Autosport Specialty in Knoxville, Tennessee to see if he would reproduce this decal. John and I collaborated on the reproduction of the oil filter decal as described in issue #002. At this time, I have not received any word from John.

It would seem that all 1956 Golden Hawk air cleaners, would have had the same decal because the 56J was the only car using air cleaner part number (1540431). I could not find a part number on my air cleaner. I'd

appreciate having the exact wording, if anyone has an original air cleaner decal.

### GENERATOR TAG

Although I haven't had much success regarding the air cleaner decal, I was able to reproduce the little generator tag that goes on the generator's field terminal. This is the tag I asked about on the questionnaire I sent out last summer and wrote about in the last issue of 56J ONLY.



Generator tag

I didn't have to resort to such strange copy methods as I used on the air cleaner decal. Member Gordon Bowerman of Nenana, Alaska sent me a copy of the tag from his generator. Member Terrell Goodspeed of San Antonio, Texas had purchased a new generator from Newman & Altman and he sent me the actual tag.

I was able to generate a copy on my computer and, thanks to my wife Anita, I was able to find some heavy red paper at a craft store. The paper appears to be about the same texture, color, and thickness as the original tag. I took everything to a printer who was able to produce several sheets of tags for me.

I have to cut them out individually and punch the little hole in each one, but I am very happy with the result.

There is a round plastic generator tag being offered through the various vendors for about \$6.00. It looks like it should last forever. Unfortunately, I don't believe that the round tag is the correct one for our cars.



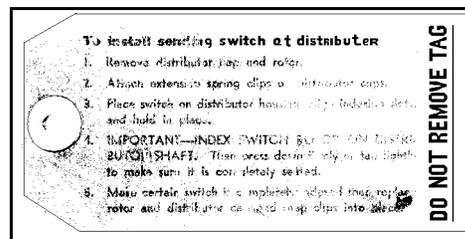
Wrong gen tag

The little red tag used on the generator of our cars was rather vulnerable to the under hood environment and probably did not last too long. Despite this vulnerability, the generator on one of my cars has the complete tag, although it is a bit aged. My other car, and a spare generator, each have the remnants of the tag.

The generator used on 1956 Golden Hawks is part # 1550825. This same generator was used on 1956 - 1958 Champions. I can only assume that the same tag was also used on those cars.

### TACHOMETER TAG

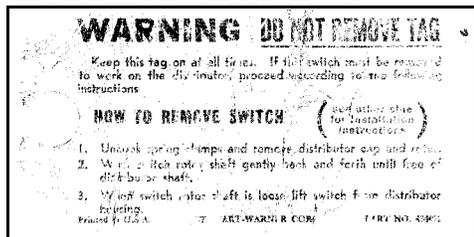
When I purchased



TACHOMETER TAG SIDE 1

my second 1956 Golden Hawk, I found an envelope in the trunk. Inside was a red tag with a hole at one end. The tag measures about 4-1/2" long and 2-1/4" wide.

A note on the envelope stated, "Red Tag inside goes on tachometer sender wire from distributor under hood."



TACHOMETER TAG SIDE 2

As you can see by the quality of the copy, the red Stewart-Warner tag is well worn, but I was able to determine

the wording.

One side lists instructions for installing the tachometer sending unit. The reverse contains instructions for removing the unit.

Both sides contain a warning "Do Not Remove Tag." Either nobody heeded that warning, or the tag was not included on the sending unit of 1956 Golden Hawks. I have not seen another one anywhere.

I had discussed this tag in the last issue of 56J ONLY, and asked if anyone had further information. I thought I might have the only tag in existence until John Turner of Welches, Oregon offered additional data.

John has a new unit, with the part # 1540124 on the box. John states that the red tag is attached to the sending unit cable and it contains instructions for the sending unit switch. I have reproduced this tag as it is similar in texture and color to the generator tag and they are both listed in my ad at the back of this issue.

## CORRECTION

In the last issue, I reported that member Robert Washington owned the first 1956 Golden Hawk painted in the new tri-level two tone paint scheme. Robert owns serial # 6030469, but as member Doug Jackman brought to my attention, this is not the first car with the new paint scheme.

The paint scheme change was geared to **Body # 469**, not serial # 6030469. My thanks to Doug Jackman for pointing out this mistake. I hope to have more accurate information on the two tone paint scheme next time.

## FROM THE MAILBAG

(Letters are edited as required.)

**DOUG JACKMAN  
MUSCATINE, IOWA**

December 22, 1994

Just a quick note to thank you for the decal set - they arrived in fine shape and are already adorning my engine. And thanks for the info on obtaining valve covers and



rockers - I was able to order both from *Special Interest Autos of St. Louis*, although they didn't have a complete set of rockers - I still need 6 of PN 6440470. *Stephen Allen* in Gainesville is, however, helping me in the search for those.

I ordered four valve covers from SIA (I intend to have two of them chrome plated) and three came with original paper-type decals. You had mentioned that you had bought NOS covers from SIA, so you probably already have examples of the original decals, but just in case you don't I'm sending you one of mine for your files. I'm very much a proponent of the "preservation of the marque" and feel we should take advantage of opportunities to record and save original data and information. If there's a Golden Hawk equivalent of the National Archives, you're it.

Small World Department: Just when I despaired of ever finding a decent front crossmember, I heard of a gentleman right here in Muscatine who supposedly had some old Studebaker parts. Turns out he has two '57 Golden Hawks under restoration and a 56H (President?) for parts. Quite a few years ago he also bought out the parts stock of the local Studebaker garage when they went out of business, and consequently has more than a few parts that I'll be needing - including a decent 56H crossmember that, with modifications to allow for the 56J's dual exhaust, will solve my problems in that area. It's amazing what can turn up right in a person's own backyard I'll send pictures of the crossmember repair, as they may be of interest to others.

I've got a ton of sheetmetal repair parts coming from Wisconsin, but I don't think I'll be seeing them until late in January, so in the meantime I'm continuing to dismantle fenders etc. My goal is to get the body reconditioning done this winter so I can paint this spring, but we'll just have to wait and see. Still have front and rear suspensions and rear axle to confront, so I'll be staying busy.

I've enclosed a picture of my almost-finished engine and a close-up of the air cleaner decal that I mentioned in an earlier letter. I bought the air cleaner from *Packard Farm* in Indiana and it's supposedly an NOS 56J unit. Whether its decal is identical to the actual production units would be anyone's guess. You'll notice that the dimpled valve covers are still in place, but by the time you read this they'll be switched. Painted the new ones last night.

December 22, 1994

NOTE: Doug continues with another letter dated 2-3-95

I bought an oil pump from *Cyrus Brenneman* in Northridge, CA. This is a completely remanufactured pump with new gears, shaft, plate, and bushings. Apparently (or so I'm told) he's very knowledgeable concerning Packard engines, and, although I don't believe he's a member of our group, has a couple of 56Js.

In the course of my conversations with Mr. Brenneman, he stated that the Packard crankshafts were hardened (nitrided) from the factory, and that any machining operation on the rod and/or main Journals should be followed by this nitriding process. As an engineer, I'm familiar with this process (which involves heating the part to 950°F in an atmosphere of nitrogen), but whether or not it's mandatory in this case I don't know. I was, however, sufficiently concerned to disassemble my engine and ship the crankshaft to Los Angeles for nitriding, this plus final polishing cost \$200.

I also received very nice letters from Pete Olmstead in Grandview, Washington, and Harry Moseley in Baxley, Georgia, both of whom helped me with my parts needs. It's a fine bunch of folks who have gathered 'bout the flag, Frank (excepting this correspondent, of course).

In the most recent (1/95) issue of "56J Only", you state that SN 6030469 is the first car to sport the new tri-level paint scheme, along with the stainless rear quarter molding with a larger cutout where the molding fits into the check mark. However, my car (SN 6030398) also has this tri-level paint scheme with the stainless molding and the larger cut-out. I've enclosed a snapshot or two showing this. Also, as body work continues, I've become firmly convinced that my car has never been wrecked or repainted. When I sent you my completed questionnaire, I may have marked the wrong box, but the pictures I sent should show the paint scheme you designate as type 3 - Two Tone". Upper and lower levels are Romany Red with the middle level being Snowcap White.

Again I have to ask for HELP! Does anyone have a source for the clutch throwout bearing? The number on my old one is BCA 1686-1.

**JIMMIE FACKLAM                      LENEXA, KANSAS**

January 4, 1995

I sure enjoyed talking to you at the meet in Minneapolis last summer. I still haven't gotten my 56J going. All I need is to put in the rebuilt Packard motor I got from another 56J I bought in Ohio about 2 years ago.

It had the clutch and 3 spd/overdrive already on it and 2 carburetors. Mine also has 3 spd/overdrive.

With the Packard engine, I got the clutch and brake pedals off the 1956 GH. He cut the frame about 1 foot long with all the hook ups left on the frame. The dash has the deluxe radio still in it.

He parted the car because it was too rusty to restore. I have the picture of the "before" he parted it out. It was green and snowcap white.

I checked the generator adjustment arm on my 56J and it has the long slot on the motor. Keep up the good work with 56J ONLY. I always look forward to it. Hope this check will help a little on your costs.

**BILL MCGANNON                      DENVER, COLORADO**

January 10, 1995

I am finally getting around to sending this form back to you. I had it completed two days after I received it, but I never got it in the mail. The brown stuff is stain, thanks to my grandson and a paint brush. I couldn't get you the engine number because the car isn't here at this time. I have been too busy with other people's Studebakers to work on my own.

I did manage to get the door panels off to be redone and when I took them to the shop the man showed me a whole roll of silver Mylar that he has. He said it is the only roll in Denver.

If anyone ever has to replace the wiring harness to the tach, it is easy to do. Just go out in the garage and cut off a piece of your extension cord and start from there. This is what they used for the original wiring. This is what you get if you order a new one from a vendor.

I have a price list from Denver Bumper for rechroming front and rear Hawk bumpers, 1955-1964. The price for the front is \$22.50, and for the rear is \$25.00. This was for the year 1967.

Well, the temp is up to 30, so I better get busy. I may write to you again when I get the time and the snow is up to our knees. I am sending along some spare change for postage and such and I am impressed with your newsletter. Keep up the good work. P.S. The 472924 front seal (as stated in Doug Jackman's letter in the last issue) is for the Studebaker V-8, not Packard. I use them on every overhaul and have the number for reddi-sleve if anyone needs it.

**JIM BELLA                              NORTH LIBERTY, INDIANA**

January 17, 1995

Received 56J ONLY #20, still amazed how a person can be so dedicated as you are to the 56J cause.

We've enclosed a couple of photos you may find interesting. We'll send along photos from time to time during the frame-off restoration to show our progress. (NOTE: One photo shows Jim's parents standing by the Hawk holding a sign which reads "Mom and Dad stored Jim's Hawk March 9, 1967 to Sept 20, 1994, 27 years, 6 months, 11 days (10,050 days)." The other photo shows Jim & Jan by the car and a sign which reads "Jim and Jan's '56 Studebaker Golden Hawk, Moving Day, Sept. 20, 1994)."

Need to call on your expertise again as we are considering having the valve rocker arm covers (AC-2796) chrome plated. In looking through all the info we could find, it is unclear whether the (14) screw & washer assemblies, P/N G9409101, used to attach the covers are chrome plated or cadmium or zinc plated per the GM standards. Your thoughts please! (NOTE: Does anyone know about this?)

Enclosed please find a check to cover 1 oil filler cap decal and 2 56 GH patches,

plus a little extra to cover postage and other expenses.

**Harry Moseley Baxley, Georgia**  
January 17, 1995

Enclosed are copies of the original production orders for the two (2) cars that I have.

As you can see, the destination is blank on car # 6030037. The ship via space only has "ST" in it. I am going to write to Newman & Altman to see if that is the way the original papers are or if this was omitted by them. If they send me a corrected copy, I will send it to you.

I have most of the internal parts from the two (2) 352" engines that I stripped. I will sell them to anyone at a reasonable price.

I received your newsletter # 020. There is a world of good information in these letters. I thank you very much.

**NOTE: In a subsequent letter dated January 31, 1995, Harry adds the following:**

Enclosed is a letter from Newman & Altman about the production order on the 1956 Golden Hawk.

On your production order for the serial number 6030037, the "ST" in the Ship Via means this car was made for stock! We are sorry this is the only info we have on this car.

**DON GIRVAN MONCTON, NEW BRUNSWICK**  
January 16, 1995

Have been receiving your most welcome newsletters on a regular basis and realized by the last one that one of the people not sending in the questionnaire was me. I had intended to do this long ago.

My body man and longtime friend passed away recently so nothing has been done on my car. Where do I get someone who loves Studebakers? Then again, there is so much junk in front of the car...

All your information is most valued and appreciated. Enclosing a money order to help with expenses. My car has not been started for approximately 2 years, but I hope to do it soon.

**BRENT HAGEN PORTLAND, OREGON**  
January 20, 1995

It was nice talking to you the other day! I think it was wise of you to print additional copies of the 56J Catalog. Once people use it, they will see it is a real time saver!

I have enclosed some calibration data I've come up with for our Stewart Warner water temperature gauges. I work in a calibration lab, so I have access to equipment to do this. I suggest some folks could check out their gauge using a one point cal. For instance, to check your gauge @ 180°, pick up the closest resistor to 89Ω (which will be 91Ω and readily obtainable from Radio

Shack). The gauge should read pretty close to 180°.

Another 56J located: S/N 6030685, Body 56J-K7 0938, Sunglow/White, PS, PB, Tinted Glass, condition = 4-5, Owner Curt Stewart of Auburn, Wa. He's thinking of rodding it. We hope he doesn't.

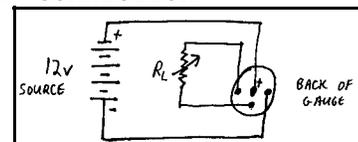
I picked up my interior fabrics for my 56J from SMS Auto Fabrics. I've been prodding the owner, Doug Polleck, for some time (3 years) to come up with a match for our mylar, (both silver & gold). After failing to find a source for the right imprint roller, he finally had one made. He also has a machine to do the vinyl embossing for the seats and door panels (both 2" and 5/8" pleats).

Doug is willing to send out samples. He is interested in placing an ad in your newsletter.

The address: SMS Auto Fabrics, 2325 SE 10th Portland, Oregon 97214, 503-234-1175.

STEWART WARNER TEMP. GAUGE

TEMPERATURE INDICATION	RESISTIVE LOAD CONNECTION
1100 =	299Ω
1200 =	249Ω
1300 =	199Ω
1400 =	169Ω
1500 =	139Ω
1600 =	129Ω
1700 =	109Ω
1800 =	89Ω
1950 =	75Ω
2100 =	59Ω
2250 =	51Ω
2400 =	43Ω



**BILL LADROGA HOLDEN, MASSACHUSETTS**  
March 5, 1995

My 1953 Champion coupe AC-2314 and 1957 President Classic AC-2799 "spoke style" wheelcover centers are painted gold, as are other Studebaker covers.

I tried many gold spray paints, but it wasn't until our local chapter editor, Dennis Jolicoeur, recommended the gold paint that I'm using now that I was satisfied. It's a good substitute for the original gold paint. I give Dennis credit for the tip.

The gold-colored spray paint is called "VHT Metal Tint SP-233 gold", from Sperex Corporation, Gardena, Ca. It's used on chrome and mag wheels to tint them gold. I bought the 13 ounce spray can at a tire and rim store.

The spray paint should be applied very thinly. Two thin coats are better than a heavy one because the paint might sag. If the spray coat shows a little "miliness", don't worry. It will dry clear.

Spray above 70 degrees F. The more coats that are applied, the deeper the color will look. Too many coats might make it look too bright. It cleans up with acetone, but don't use up all your wife's nail polish remover.

**JIM MORGAN MERRITT ISLAND, FLORIDA**  
April 8, 1995

Grant Steering Wheel adapters are available from Discount Auto Parts for 1956 Golden Hawks and other Studebakers. The adapter allows you to put an aftermarket, and smaller diameter, steering wheel on your car.

APPLICATION	KIT #
56-66 Hawk/Lark	4291
57-66 Other	4401
63-65 Avanti	4286.

**JOHN TURNER WELCHES, OREGON**

The GH has been getting a lot of attention this last year. I purchased the vehicle in Feb 95. It had been sitting in a barn for the past 14 years. Needless to say the mice and other varmints had gotten to the hoses and the other items that were edible and chewable.

The engine was well covered with dirt and grime and has since been cleaned and now is purring like a kitten. This happened once the wiring and other items had been taken care of.

After cleaning the engine I was finally able to obtain the number off the block and saw that it matched that of the production sheet.

Getting the GH running took some doing due to the years of setting and the actions of rust not to mention the mice. Replacing items as time and money allowed, the GH now has new exhaust from the header back, a rebuilt starter and distributor, new coil, plugs and wires.

The suspension has been redone. New Heavy duty springs have been added to the front and the rear leaf has been replaced. King pins and all associated items in the steering have been replaced.

Once I got the GH running, I drove it home and noted that there was a smell of burning oil. Checking this out I found that the power steering was completely gone. All the hoses were leaking and the side of the steering box itself was leaking. That is now the project that is being taken care of.

In addition to the power steering, I noted that the transmission did not want to go into second all the time and that there is a clicking in the drive line. This is the project for this summer. Running gear this year body and interior next year.

There are a couple of parts that I will be needing for other areas of the GH and would appreciate any information that you may have on where I can obtain them.

In addition, I picked a tackometer drive unit up, along with a tack head. The drive is new, still in the original Stewart Warner box, and has part # 1540124 on the box. The red instruction tag, as you described, is attached to the sending unit wire.

Some parts that I need are the trunk lock (entire set) with the molding and emblem. Front retainer for the grill emblem. Any information on where I might send an AC2688

Antenna for rebuild or a suitable replacement.

Your newsletters have been an invaluable help in my project. Several times I would find the answers to questions in your letter, before going anywhere else. Thanks for the information and the job you are doing for the owners of 56J's.

**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.)

199 Bill Ladroga 60 Ft. Sumter Dr.  
Holden, Ma. 01520-260 508-829-9108

200 Scott Oglevie 223 S. Batavia  
Orange, Ca. 92668 714-288-0398

201 Ken Jacobson 22310 Applewood Ln.  
South Bend, In 46628

**WHEEL ESTATE  
FOR SALE**

**1956 Golden Hawk**, 3 sp/od, 374 CID Packard V-8, red/white, \$8900.

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

**1956 SKY HAWK** parts car with Golden Hawk fins and check mark moldings. Car is complete except 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.

Leather hood hold down belts Save those hoods! Still \$25.00. Transmission dip stick gaskets, free with SASE.

Brent Hagen 6220 S. E. 55th  
Portland, Oregon 97206-6800 503-771-0604

**8x10 color prints** of 1956 Golden Hawks, 7 different shots from (almost) 40 year old negatives. Due to their age, some fading has occurred. \$7.00 each (minimum order of four).

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

**WANTED**

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. Jack Vines, 3227 East 28th Avenue, Spokane, Wa 99223, 509-535-8610.

Wanted, 1956 Golden Hawk, send info with description and price to Richard Langlotz, 4384 Adrian Road, Cleveland, Ohio 44121, 216-382-1432.

**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.

also **DECALS**

- Air cleaner** I'm working on it. \$ \_\_. \_\_
- N/A
- Oil filler Cap**, black w/buff ea. \$ 3.00
- Oil filter**, red/black/gold ea. \$ 4.50
- W/Washer Motor**, blue/chrome ea. \$ 4.00
- Valve cover**, red/yellow (2 rqd) pr. \$16.00

[Complete set (5 decals) \$24.00]

also **TAGS**

- Generator field terminal tag**, red ea. \$ 1.50
- Tachometer sending unit tag**, red ea. \$ 3.00

also **PATCH**

4-1/2" x 2-1/2" 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER. The official patch of our club. Can be sewn or glued to a cap or shirt. Red on white background. \$3.50 + SASE.

**Please include a SASE with your order, (unless you order valve cover decals or a catalog).**

Frank Ambrogio  
1025 Nodding Pines Way  
Casselberry, Florida 32707

**NEW & USED** Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts. Stephen Allen's Auto, 529 N. W. 58th Street, Gainesville, Florida 32607, 904-454-7200, 800-532-1236 (orders only please)

**QUESTIONNAIRE**

I have listed a few extra questions which I hope you will answer for me. Rather than send another questionnaire to each of you,

I thought I'd add it to the newsletter. If you feel so inclined, I would appreciate your help.

1. The radiator baffle has a rubber or leather seal around the top of it which touches the underside of the hood when it is closed. On my two (South Bend) cars, the heavy staples go in from the front of the car toward the firewall, through the seal, then through the metal baffle (front to back). On Luther Jackson's (Los Angeles) car, the staples go in from the firewall side, through the metal baffle, then through the seal toward the front of the car (back to front).

**Which way do the staples go through on you car?** \_\_\_\_\_

2. The exposed portion of the oil dip stick is painted red on my two cars. I purchased a new old stock dip stick which was not painted at all. It is possible that they were painted after it was determined which car (GH or Packard) they were to be used on.

**What color is the exposed portion of the oil dip stick?** \_\_\_\_\_

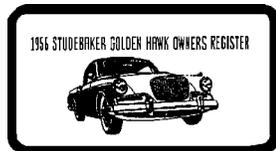
3. As reported in this newsletter, the air cleaner decal is not being reproduced. There seems to be different wording on some cars than is on mine. If you have not replaced your original decal:

**Does the wording on you car's air cleaner agree with the one shown in this issue?**  
\_\_\_\_\_

**If not, what is on yours?**

4. Does your car have, or have you ever seen, the tachometer tag shown in this issue? \_\_\_\_\_
5. I have tried to cover all the points that seem to be of interest to most of the members. If you have thought of an item which hasn't been covered, please let me know.

**Is there anything regarding authenticity that you would like to address in future issues?**





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529 N.W. 58th Street  
Gainesville, FL 32607

# **SUMMARY**

01. **DOUG JACKMAN** IS LOOKING FOR A THROW OUT BEARING.
02. **BILL McGANNON** OFFERS A TIP ON REPLACING THE WIRING HARNESS TO THE TACH.
03. **JIM BELLA** WOULD LIKE TO KNOW IF THE VALVE COVER CAP SCREWS ARE CHROME PLATED OR CADMIUM IF THE VALVE COVERS ARE CHROME.
04. **HARRY MOSELEY** HAS MOST OF THE INTERNAL PARTS FROM TWO 352" ENGINES FOR SALE.
05. **BRENT HAGEN** DID SOME CALIBRATION FIGURES ON THE TEMPERATURE GAUGE AND REPORTS ON MYLAR AVAILABLE.
06. **BILL LADROGA** RECOMMENDS "VHT METAL TINT SP-233 GOLD", FROM SPEREX CORPORATION, GARDENA, CA. FOR THE GOLD CENTERS ON THE AC-2799 SPOKE TYPE WHEELCOVERS.
07. **JIM MORGAN** LISTS STEERING WHEEL KIT ADAPTERS AVAILABLE FROM DISCOUNT AUTO PARTS.
08. **GENERATOR TAGS** HAVE BEEN REPRODUCED AND ARE NOW AVAILABLE.
09. **TACHOMETER SENDING UNITS TAGS** HAVE BEEN REPRODUCED AND ARE NOW AVAILABLE.
10. **JOHN TURNER** NEEDS A TRUNK LOCK SET AND INFORMATION ON HAVING THE AC2688 RADIO ANTENNA REPAIRED.
- 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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