

# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 023	ESTABLISHED JANUARY 1, 1989	FEBRUARY 1996
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## SUPPORT, GEARSHIFT LEVER

SUPPORT, GEARSHIFT LEVER				
MANUAL PART #	AUTOMATIC PART #	MODEL YEARS	TYPE	MARKING ON BOSS
532877P NOT AVAILABLE	532508P	1953-54	1ST TYPE	PLAIN
534092P (USE 1549227	534093P USE 1549228 & 527488 (PIN)	1953-58	2ND TYPE	A
1547821P NOT AVAILABLE (USE 1549227)	1547872P (USE 1549228)	1959	A	?
1549227 (INCLUDES PIN AND BUSHING)	1549228 (INCLUDES PIN AND BUSHING)	1959-60	B	DOES NOT HAVE LETTER 'D'
1550901P (LESS PIN AND BUSHING) BUSHING PART # 1550903	1550902 BUSHING PART # 1550903	1960-64	C THIS TYPE SHOWS AN EXTRA PART # FOR THE BUSHING	D

Last September, I began experiencing shifting problems with my car which has the 3 speed/OD T-85 transmission. I had trouble putting the transmission in first and reverse. It was even difficult to know for sure if it was in neutral until I released the clutch (slowly). Upon closer examination, I discovered that the holes in the gearshift support, where the pin goes through to hold the gear shift lever, had become elongated.

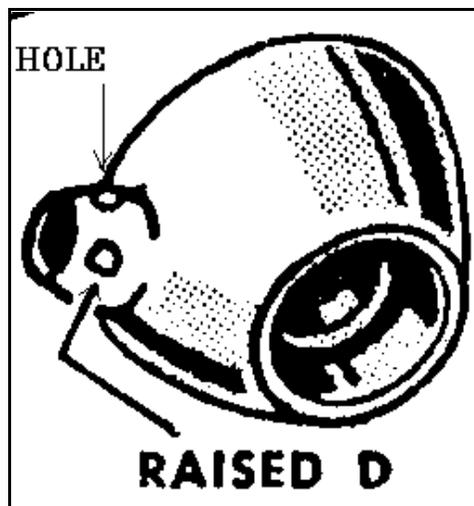
I called Bill Fennessey (217 Andover Way Nashville, Tn 37221) and after much discussion he sent a support unit which he thought might work on my car.

My 1956 Golden Hawk called for part # 534092P. A *Parts and Accessories Price List*, which I received from member Jim Bella, showed a substitute part # 1549227. The part number Bill sent was 1550901P and it seems to be working

fine. The chart above lists the various supports and their application. I think all of them could probably be substituted for each other.

The parts book shows a bushing for the Type C Support as a separate part #. The Type B Support doesn't show this, but there is a note after the listing which states that this part # includes the Pin and Bushing.

The point of all this is that this item is rather scarce. Made of cast iron, it is also somewhat vulnerable, especially on manual transmission models which demand more activity. You might want to take a look at the Gearshift Support on your car. If the hole has become protracted, you might want to address the problem now.



MARKING ON BOSS

The information in the table below appeared in issue 004. It is reprinted below in a more readable format and with a few corrections.

### PACKARD-CLIPPER ENGINE INFORMATION

YEAR	BODY NO.	CHASSIS NO.	DESCRIPTION OF BODY (6 PASSENGER)	ENGINE NUMBER SERIES	PART NUMBER	CARBURETOR MODEL	SIZE	CID	HP	PRODUCTION				
1955	5522	5540	CLIPPER DELUXE SEDAN	5522-01001	474046 - REPLACES 440790	CARTER WCFB 2232S, 2394S USED W/CYL HEAD 440689 WCFB 2284S USED W/CYL HEAD 440854	4 BBL	320	225	8309				
1955	5542	5540	CLIPPER SUPER SEDAN	5542-01001						7979				
1955	5547	5540	CLIPPER SUPER PANAMA	5547-01001						7016				
1955	5562	5560	CLIPPER CUSTOM SEDAN	5562-01001	440823	ROCHESTER 4GC 7007230	4 BBL	352	245	8708				
1955	5567	5560	CLIPPER CUSTOM CONSTELLATION	5567-01001						6672				
1955	5582	5580	PACKARD PATRICIAN	5582-01001						4 BBL	352	260	9127	
1955	5587	5580	PACKARD FOUR HUNDRED	5587-01001									7206	
1955	5588	5580	PACKARD CARIBBEAN	5588-01001	476010 FRONT 476011 REAR	DUAL ROCHESTER MODEL 4GC 7008230 FRONT, AND 7008231 REAR	4 BBL (2)	352	275	500				
1956	5622	5640	CLIPPER DELUXE SEDAN	5622-01001	6480530	CARTER WGD MODEL 2393S	2 BBL	352	240	5715				
1956	5642	5640	CLIPPER SUPER SEDAN	5642-01001						5173				
1956	5647	5640	CLIPPER SUPER HARD TOP	5647-01001						3999				
1956	5662	5660	CLIPPER CUSTOM SEDAN	5662-01001	6480506	CARTER MODEL WCFB-2394S	4 BBL	352	275	2129				
1956	5667	5660	CLIPPER CUSTOM HARD TOP	5667-01001						1466				
1956	5672A	5670	PACKARD EXECUTIVE SEDAN	5672A-01001						CARTER MODEL WCFB-2394S (SOME SOURCES INDICATE ROCHESTER MODEL 7008610)	4 BBL	374	290	1748
1956	5677A	5670	PACKARD EXECUTIVE HARD TOP	5677A-01001										1031
1956	5682	5680	PACKARD PATRICIAN SEDAN	5682-01001	6480253	ROCHESTER 4GC MODEL 7008610	4 BBL	374	290	3775				
1956	5687	5680	PACKARD FOUR HUNDRED HARD TOP	5687-01001	6480253					3224				
1956	5697	5688	PACKARD CARIBBEAN HARD TOP	5697-01001	6489090 FRONT 6489091 REAR	DUAL ROCHESTER 4GC MODEL 7009600 FRONT, 7009601 REAR	4 BBL (2)	374	310	263				
1956	5699	5688	PACKARD CARIBBEAN CONVERTIBLE	5699-01001						276				

### STUDEBAKER GOLDEN HAWK ENGINE INFORMATION

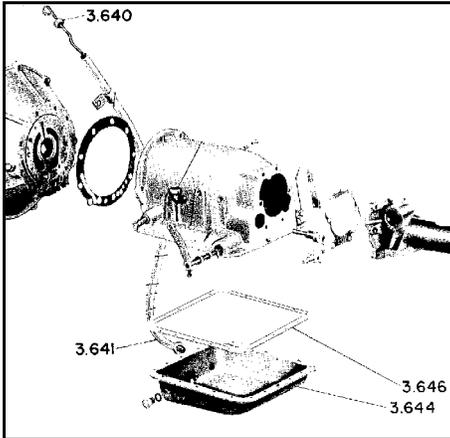
YEAR	BODY NO.	CHASSIS NO.	DESCRIPTION OF BODY (5 PASSENGER, 2 DOOR HARDTOP)	ENGINE NUMBER SERIES	PART NUMBER	CARBURETOR MODEL	SIZE	CID	HP	PRODUCTION
1956	56J K7		1956 STUDEBAKER GOLDEN HAWK	MANUAL K1001-K1912 AUTOMATIC S1001-S436 2	6480506	CARTER MODEL WCFB-2394S	4 BBL	352	275	4071

### HUDSON - NASH ENGINE INFORMATION

YEAR	BODY NO.	CHASSIS NO.	DESCRIPTION OF BODY (6 PASSENGER)	ENGINE NUMBER SERIES	PART NUMBER	CARBURETOR MODEL	SIZE	CID	HP	PRODUCTION
1955	35585-1		HUDSON HORNET 4 DOOR SUPER SEDAN HUDSON HORNET 4 DOOR CUSTOM SEDAN HUDSON HORNET 2 DOOR HOLLYWOOD	P-1001		CARTER MODEL WGD-2231S, SA	2 BBL	320	208	6219
	35585-2									
	35587-2									
	5585-1									NASH AMBASSADOR 4 DOOR SUPER SEDAN NASH AMBASSADOR 4 DOOR CUSTOM SEDAN NASH AMBASSADOR 2 DOOR CUSTOM SEDAN
1956	5585-2		HUDSON HORNET 4 DOOR CUSTOM SEDAN HUDSON HORNET 2 DOOR COUNTRY CLUB	P-2101		CARTER MODEL WGD-2231S, SA	2 BBL	352	220	3015
	5587-2									
	5685-1									
	5685-2									5687-2

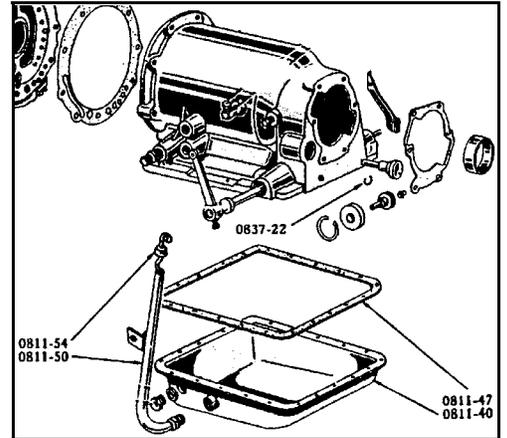
On March 6, 1956, AMERICAN MOTORS CORPORATION produced its own 190 horsepower, 250 CID V-8 engine. This engine was used for the remainder of the model year. It used a Carter WGD, 2 BBL carburetor model 2352S. (See Ken Stuckey's letter about the carburetor for 1956 Executive).

## ULTRAMATIC TRANSMISSION DIPSTICK



The dipstick for the Ultramatic transmission on Packard & Clipper cars is located on the passenger rear side of the engine. It is accessible from under the hood. This differs, of course, from our Golden Hawks in that the dipstick for our cars is only accessible from inside the car through a hole in the center floor hump.

Below is a comparison of the transmission pan and dipstick part numbers between the 1955/56 Packard & Clipper and the 1956 Studebaker Golden



Hawk. It appears that to change the Golden Hawk dipstick setup to the Packard/Clipper method, you would have to replace the pan, dipstick and tube.

<u>ITEM</u>	<u>PACKARD</u>	<u>STUDEBAKER</u>
<b>CAP ASSEMBLY-OIL FILLER (DIP STICK)</b>	<b>3.640</b>	<b>0811-54</b>
465849 ALL 55TH	1ST TYPE-27 3/4" LONG	
473171 ALL 55TH	2ND TYPE-24 1/4" LONG	
473171 ALL 56TH		
56J = 1539737		
<b>TUBE ASSEMBLY-OIL FILLER</b>	<b>3.641</b>	<b>0811-50</b>
465887 ALL 55TH	USE WITH 27 3/4" DIP STICK	
473112 ALL 55TH; 56TH	USE WITH 24 1/4" DIP STICK	
56J = 1539738		
<b>OIL PAN ASSEMBLY</b>	<b>3.644</b>	<b>0811-40</b>
440845 ALL 55TH	USE WITH CAST IRON TRANS. CASE	
470143 ALL 55TH; 56TH	USE WITH ALUMINUM TRANS. CASE	
426205 ALL 55TH; 56TH	PLUG 5/8-18, DRAIN	
433248 ALL 55TH; 56TH	WASHER, DRAIN PLUG	
56J = 6480501		
<b>GASKET-OIL PAN</b>	<b>3.646</b>	<b>0811-47</b>
421327 ALL 55TH; 56TH		
56J = 421327 (SAME AS PACKARD)		

Has anyone ever tried to make this change? I can see a possible interference problem with the air cleaner (oil bath) and the 4" heater duct. If anyone has an idea on this, or has tried it, please let me know how it worked out. I'll pass it along to the rest of our group in the next issue.

## SPOTLIGHTS & WHEELCOVERS

In issue # 020, I had information on the first Golden Hawk produced in South Bend. I printed a copy of the production order from *Newman & Altman* on page 9 of that issue.

That production order, which was copied from the original production order for serial # 6030001 listed accessory code AC-2730, spotlight-left side. I also noted in that article that this spotlight was used on 1955 Studebakers. AC-2765 is the spotlight used on 1956 models.

Before continuing, I think we need to discuss the process of obtaining a production order copy. *Newman & Altman* personnel look up the serial number on their microfilm files. They copy the information by hand and then enter it onto one of their production order forms.

The original production orders list only the AC-nnn code, not the description of the code.

The description is added to the copy of the production order by *Newman & Altman*. This is a service they do in order to help anyone determine the accessories that came with a particular car.

I was able to see the original production order for serial # 6030001 and I noticed that the spotlight item was somewhat difficult to read. Using my magnifying glass, I could see that instead of AC-2730, it shows AC-2780.

AC-2780 is the prototype wire wheel overlay wheelcover which was discussed in issue # 021. AC-2780 is not shown in the parts catalogs, so the *Newman & Altman* employee probably assumed that the code was AC-2730.

I feel fortunate that Dennis Lambert of *Newman & Altman* has allowed me access to the original production orders. Without that access, this error would have been overlooked.

## VALVE COVERS

Four different sets of valve covers were used on the Packards and Clippers. None of them apparently were the same as the Golden Hawk set.

### Studebaker Valve Covers (0103-63)

471064 or AC 2796 (used on body 56J)  
1956 Golden Hawk

### Packard Valve Covers (5.1701)

440877 (used on chassis 5540-60)  
1955 Clipper  
440501 (used on chassis 5580)  
1955 Patrician  
1955 400 Hardtop  
(used on chassis 5670-80)  
1956 Executive  
1956 Patrician  
1956 400 Hardtop  
440865 (used on chassis 5580 (Body 5588))  
1955 Caribbean  
(used on chassis 5688)  
1956 Caribbean  
6480851 (used on chassis 5640-60)  
1956 Clipper

## STEERING WHEEL PROJECT

I spoke to J.B. Donaldson of Phoenix Arizona on October 10, 1995. J.B. recasts steering wheels and I had sent him a spare wheel for his inspection.

He said he could recast our wheels for \$350 each, but there would be a \$500 tooling charge (\$1000 tooling charge which he would split with us). He suggested that if we could get 10 to 20 members to share the tooling cost, that the price would be about what we had been paying *WW Motor Cars & Parts, Inc.*

He also said that he would need a better example than the spare steering wheel I sent him. In order to get this project going, we need a good original or NOS steering wheel for the mold and some sort of a fund to finance the tooling cost.

Member Dwayne Jacobson is the only one to express some interest in the project. See his letter in the *Mailbag Section*. I know it is an expensive item, and because of the added tooling cost expense, I suspect the project will perish.

## REPAIR WORK AVAILABLE

Member Bob Edwards of Jacksonville, Florida reported on a place there which is getting into the repair of old car steering, window, and windshield wiper components. They have been in business for some time and they repaired the steering pump on Bob's 1956 Golden Hawk.

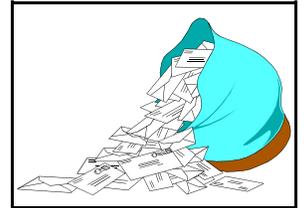
The place is called *Ace Automotive, 801 W. Forsyth, Jacksonville Florida 32204*. If you want to call the owners, Gaylord Hadley and Spiegel Pitzer can be reached at 904-353-7111.

## FROM THE MAILBAG

(Letters are edited as required.)

(NOTE: *Old Cars Weekly News & Marketplace* printed a letter of mine in their August 10, 1995 issue. They also printed a story I wrote in their October 12 issue. They generated quite a response

such as the next three letters. We also received a ton of new members as evidenced in the last issue.)



### DICK CASE      PETROLEUM WEST VIRGINIA September 29, 1995

Read your letter in the August 10 issue of *Old Cars Weekly News & Marketplace*. I had a 1956 Golden Hawk in 1965 or 1966. I lived with my parents in Morris Plains, New Jersey at the time.

I sold it to the youngest Kanter Brother. They didn't live too far from us at the time. Then, they only dabbled in old cars and had them stabled all over. Now of course, they have a large operation in Boonton, N.J. Although they always specialized in Packards, I'll bet they have a line of Studebaker stuff.

My Golden Hawk was black & white with automatic transmission. I had other Studebakers, but that one was a prince. Thanks for reminding me.

### DON ROOK      MENA, ARKANSAS December 8, 1995

Approximately 1970-71, I was in the process of purchasing a 1955 Packard Caribbean convertible from a Studebaker dealer by the name of John Kohler in Emmaus, Pennsylvania. John asked me if I would be interested in 2 1956 Golden Hawks and I said no.

He advised me it was serial # 1. For over a year I talked to SDC members and could find NO interest, including George Hamlin in Maryland.

John scrapped over 100 NOS fenders because he couldn't sell them. I don't know any more about the Golden Hawk # 1. John died 2 years ago. I'm curious if this car is known to exist, hoping it was saved.

### ANATOLY ARUTUNOFF      TULSA, OK August 10, 1995

I wish I still had my '56 Golden Hawk even though it nearly killed me; at least it made me 4-F at the cost of some vertebrae and some teeth.

The car was ordered for Christmas of '55, black with a white/pale gold seat insert interior. Three-speed, o.d., and the tallest rear axle ratio available--could it have been 3.31? And although a Goodyear guy once told me that Blue Streaks weren't on the market till the late 1950s I'll swear that they came on the car. We timed the car at just under 140 mph with four aboard over a measured mile with another mile's worth of acceleration. I put in

a 4.11 axle (the whole unit, brakes and all, cost about \$125) for drag racing and twisted the axles! The car rode smooth as silk, but from behind it looked as if it were beginning to metamorphose into a clown car from the circus.

275 advertised horsepower weren't really enough, seeing as how I had a McCulloch supercharger on hand, so one day on it went. The installation kit obviously had all its tolerances off in the same direction, because I had to cut about a 4" oval in the hood to clear the upper flange. That little red lump looked very interesting sticking through the black hood (with welting around the holes edges) and I put a tiny pinstripe decal behind it.

It was quick. On those 6.70x15 (I think) tires, with no limited slip, and with the standard axle back in, it'd do 0-60 in six seconds flat once I learned how much to push on that thin pedal on the right. But it developed a very occasional scary trick: at highway speeds, maybe once a month or every twelfth rabbit or dog that ran out into the road ahead of me, I'd nail the brake pedal and NOTHING would happen. The pedal didn't go down any further than usual; there was simply no retardation. I'd swerve around whatever was out there, honking all the while, at which time the brakes would suddenly check in.

About the third time this had happened that summer of '57 I took the car to the dealers (from whom I later bought a '62 Hawk GT which I raced at Sebring, but that's another story). I can still remember the overcast, warm afternoon when I stood in the service entrance, drumming my fingers on the roof. "Let's see," I said. "The distributor shaft bushing feels pretty loose" where I reached around under the hood and wobbled it "and, umm, there was something else pretty important. Oh well, I'll eventually think of it." I never did, until the problem cropped up at a drag race in an undeveloped industrial park. Totally unsanctioned, or course. If you nailed your brakes at the quarter-mile pole, your average American car (and my Studebaker, I'd done this run before) would stop-with about 50 yards to go to a huge dirt embankment. This last time I used up those fifty yards and then some. Didn't hurt the car all that bad; steering wheel hub took out my upper incisors and their roots cleanly, with no split lip and no broken jaw--took out about a quarter of the hub plastic too--and the seat belt fractured my back. A friend with me, who had his belt on REAL tight, got a tiny cut on his head from jackknifing around his belt. Got a few abdominal bruises too. Nothing else. I remember that when I ordered the car, a factory rep told me that the fiberglass or was it plastic?) instrument panel upper edge was designed to crush just before the average human skull would fracture. Anybody know anything further about that? Tom McCahill said in a road test that at 59/41 the Golden Hawk had the weight distribution of a blackjack, but that made it quite stable on the highway. I even won a steak dinner by proving to a Ford dealer that overdrive worked on first gear

too. I sold the car while I was in the hospital for \$2,100 and it was repaired in such a way that the blower then fit totally beneath the hood. Poor thing tried to warn me it was ailing. At twenty-one I just wasn't ready to pay attention. Funny thing: a year later when I got into road racing, the corners were fine, it was the straights that terrified me!

P.S. In late '57, in Tulsa, I met another kid whose father had begged or commanded the powers that be and had a '56 G.H. with the Packard Caribbean big engine (was it 390 c.i.? I think it was the Hawk engine with 1/8" more bore), the dual four barrel manifold, and automatic transmission, which I think was Ultramatic. Did Stude normally offer an automatic on the GH in 1956? His mileage was atrocious, like 9-10 around town whereas I got 15 to 18 mpg, at least that's what I remember, even with the blower. And going back a couple years before that, a fraternity brother's father had a little dealership in Kansas order him a replica 1954 Mexican Road Race Packard: a Clipper hardtop carrying the 359 engine, 8.7 compression, aluminum head and all, hooked up with a 3 speed o.d. trans. About twenty years ago, there was a similar car in Hemmings, from a lifelong Packard mechanic's estate. They were asking \$1,600 and I thought how much fun it'd be to take it to the VSCCA vintage races at Watkins Glen, painted up, in La Carrerra Panamericana style with the Mobiloil flying red horse, Champion plug decals, etc. And it would have made a great tow car for my vintage stuff. I didn't miss ALL the bargains!

**GARY W. CAPWELL SALEM, OREGON**

September 29 1995 - January 8 1996

Thank you for your help on the phone, and the amazing promptness of the delightful reading material (a zillion issues of 56J ONLY). I feel like the storm clouds are lifting since I contacted Brent Hagen in Portland.

On 9/10/95 I took the family to a Willamette Chapter S.D.C. Show and Shine, which not only got the family in "lets get ours going" mode, but lead to the connection of a 56J owners best dream. A 1956 Power Hawk won peoples choice, it belonged to a friendly sole named Ralph Novarro, when I approached him for information and parts for our old bird he referred me to Brent Hagen and Bob Thompson, both of these guys have really put my project on track...Thanks.

Brent asked for my car's numbers first before answering my query on the possibility of him having a replacement for my left fin. At the time this really threw me as I wasn't aware of the mid model year change of the fin trim. The car is now a complete body, thanks to Brent and Bob, she is no longer finless nor sporting 1953-54 tail lamps.

I played with my AC-2688 antenna last night, and managed to make it work again! After dismantling it carefully I found that its problem was in its clutch mechanism, this is visible as soon as you remove its rear cover, all it needed was the edges bent in @ 1/8 inch

and the mast oiled and it returned to working order. It appears that this spring washer clutch set up had lost some of it's set in the last 40 years, and also it had been turned when the mast was stuck.

Brent Hagen is restoring my AC-2747 radio to working order. The AC-2756 clock keeps perfect time already. Although it's still there, I'll probably have to replace the AC-2302 rear seat speaker.

I'm curious, does anyone know if door guards and gas guards were accessories that could have been installed on the 56J. I've seen them on earlier cars, and on 60's hawks...but not on a 56J.

Things have been moving right along on body # 96. The seats have been redone, I've purchased a 374 for it, and Brent Hagen found a Twin Ultramatic.

I lucked into a pair of NOS seat belts for \$20 at a swap meet in Albany, Oregon last weekend. Brent Hagen found most of the interior stainless trim for me. He has been this car's parts savior lately. Between Brent and Bob Thompson, I've found almost all the "56J ONLY" stuff that I was missing.

Everyone whom I've met in this club has gone out of their way to help me on my project and I just want to say thanks to every one of you.

Another sideline to my project is installing a one micron inline filter cartridge in the return line from the trans cooler, this will remove finer particles of metal and dirt than the stock internal screen, also any mfg trash or slagg left over inside an after-market cooler will be picked up before it gets to the trans itself and runs through it. This I plan on chasing down at a hydraulic supply shop (tractor or farm supply) along with having new power steering hoses made. This filter is a great idea for all ultra's, as it will increase the life span by cutting down abrasives in the fluid and increase cooling system efficiency by providing more surface area and capacity.

I am still in need of a front crossmember (1539366 - member, engine rear support) or at least a cross reference to some other models that will fit. Also, I have yet to locate a frame side bracket for the shift bellcrank for my ultramatic - (1539851 - bracket,... outer support) and the bushing (426709), and retainer (433181). I've found all the rest of the necessary parts to get body #96 back on the road, I think?!!! Perhaps you could put a little ad in 56J ONLY for me, maybe one of the many car owners out there who have changed over to O.D. has their old linkage parts sitting on a shelf someplace, and would be willing to part with them for a reasonable price.

Here is the record of my ultramatic rebuild, also included is some interchange information. Feel free to change format and edit as you please. I found a source for all hard seals (fresh) after ordering from S.I.A. The front seal for \$12, and rear seal for \$22!!!!???? On top of the immense difference in price, I still haven't heard from him!!! So I bought and installed the fresh ones.

Between the fact that the ultramatic was changed for 1956 (drastically) and many

updates and changes occurred since then that aren't referred to in the shop manual, and the obvious fact that the shop manual is written in a mass of technical dribble -especially in reference to the end play adjustments and omission of critical torque specs in text, it is not hard to see where the average shade tree mechanic would not fair well trying to repair the unit himself. Hopefully my notes will help others with their projects fair a lot better!

ULTRAMATIC INTERCHANGE PART NO.S			
STUDE	G.M.	MICRO TEST	DESCRIPTION
6489039	NONE	1-3605	ULTRA BANDS -STOCK
NONE	1333435	1-1013	DYNAFLOW- LOW BAND (48-63)
NONE	1339399	1-1014	DYNAFLOW- REV. BAND
NONE	1189278	1-1790	"( 59+60) """"ONLY
NONE	1396099	1-3628	DYNAFLOW- DR.PLATE FRICTION( 48-63)
NONE	1393672S	1-9	DYNAFLOW- DR.PLATE STEEL (48-63)
421128	209072	1-1	ULTRA-PLATE DRIVING FRICTION (STOCK)
6470245	421073	1-16	ULTRA- PLATE DRIVEN STEEL (STOCK)
458296	NONE	1-118	GASKET SET(FACTORY TYPE)
NONE	NONE	1-780	SEALING RING KIT
6470203	333546	1-413	REAR SEAL
NATIONAL # 471829 (NEW TYPE, CAN FIT TWO IN ORIGINALS PLACE THUS DBLE SEAL) (FED.- MOGUL) @ \$7.00 EA.			
6470205	NONE	1-1574	FRONT SEAL
CR SERVICES# 21134 (SKF)			@ \$8.00
6470206			SEAL,MANUAL SHAFT
CR SERVICES# 5569 (SKF)			@ \$4 00
6470207			SEAL, THROTTLE SHAFT
CR SERVICES# 3683 (SKF)			@ \$3 00
423215	BEARING, OUTPUT SHAFT - USE SKF #		6206JEM @ \$10

DON'T WORRY, BE HAPPY AUTO PARTS CO.  
414 STIVERS RD.

HILLSBORO, OHIO 45133 contact Dave Crone  
Cheapest and best source replacement ultramatic bands (\$48.50). And drive clutch discs (beautiful) for \$6.50. Also has complete master rebuild kit for \$273.

### BRENT HAGEN PORTLAND, OREGON

September 27, 1995 - October 25, 1995

Of all the 1956 Golden Hawks I've looked at, only one has had the original bumper jack. Apparently, they didn't work well so the owners discarded them? I studied the 55-58 chassis manual and looked at your fine catalog and compared my preliminary 1956 chassis manual. This is what I think:

#### 56-58 CHASSIS MANUAL

1539167 JACK used with 1539037 BASE 56J

1539165 JACK used with 536499 BASE 56J

#### SHOULD BE:

1539165 JACK used with 1539037 BASE except D (56J)

537993 JACK used with 536499 BASE D (station wagon).

What is your opinion? I believe figure 1812-5C is correct and verified it with Bob Thompson's who at one time had his original bumper jack.

I have some more information:

--> From "Packard Friends" in Vermont, 1967 Chrysler 318 lifters interchange w/Packard.

--> For those folks who wish to rewire their own tachometer wiring harness: I strongly recommend **not** using "any old power cord"! You want a cable that is oil resistant and able to withstand higher temperatures. Otherwise damage can result to the tachometer head from shorts caused by the crumbling insulation. Personally I have found SJO-18/3 cord to be the best choice.

DISTRIBUTER INFO: Ref. Service Bulletin # 316 and information I gleaned from my Packard 1955-56 parts book.

There are three AUTO-LITE distributors:

- 1) 6480751, IBJ4001-C (used in Packards and early 1956 Golden Hawks, superseded by 'E' model.
- 2) 6480363, IBJ4001-D (Tom Doherty was selling some of these NOS)
- 3) 6489834, IBJ4001-E

Upgrade Kits:

6484607 - to upgrade 'D' to 'E'.

6484609 - to upgrade 'C' to 'E'.

Also: 6484249 vacuum advance is used with IBJ4001-C distributor (Stephen Allen Auto has these kits for sale)

74149 vacuum advance is used with IBJ4001-E.

## **BILL LADROGA HOLDEN, MASS**

September 1995 - October 1995

I found out that using a Gates #21631 upper radiator hose and cutting off the ends really works. The tip was published in issue #9, December 1990, of *56J ONLY*. The NAPA equivalent is #8349. I think that the original Hawks used the so-called Corbin hose clamps so I put them on as well. For anyone who uses Corbin clamps, the special slotted pliers are a real help. I've seen some mechanics who filed vertical V-grooves in the center of each jaw of a pair of pliers, and that seems to work too.

I had some trouble with my GH clock. It wouldn't stay running. When I took it apart, I was impressed with the quality of the movement. *George Warner Company* manufactured them. I found that the rubber mounting insulators were disintegrated and the rubber particles were clogging up the works. I have a source who will repair these units if owners want to keep them original and don't want to put in quartz movements. The second hand on the original movement gives off a satisfying "click" from second to second, a sound that you won't hear from a silent and continuous quartz movement. A fellow employee at my company, *Dana Armour, 30 Blackstone St., Mendon, MA 01756, telephone 508-473-7651*, does clock repair as a hobby and a sideline business. He worked on my clock and it's keeping time just like new!

I had to replace one of my mufflers recently. A Walker 21098 fits but is slightly thicker in the short oval direction. My NAPA dealer tells

me that Walker has discontinued manufacturing this muffler so if you can find them, buy them up for future use because Walker no longer makes a similar muffler.

Finally, nowhere in the *56J Only* newsletters do I see a mention of a National Meet just for 56Js. Has this ever been considered, or are we all to widely scattered to drive our cars to a central location?

Regarding the back-up light spacer question from Bob Strait and Craig Piper that was in *56J ONLY* issue #022:

Attached is a copy of an original installation instruction sheet from the AC-2762 back-up lamp kit. Note that the kit is for coupes and hard tops and station wagons. When the lamps are installed on coupes and hard tops, the spacers are used to get them up high enough on the gravel guard over the bumper. When installed on a wagon, no spacers are used because the lamps are mounted directly on the bumper bar. Hope this helps.

More "stuff". First, in response to two letters in *56J ONLY* of October 1995, #22:

1. John Turner - Welches, Oregon.

It appears to me, that if they are Studebaker, the drive shaft and differential in John's car might come from a 1958 or later Studebaker. Twin Traction, or Studebaker's limited slip differential, was not available until 1957 (my 1957 President Classic has it) and the one piece driveshaft appeared in Hawks and sedans beginning in 1958.

2. Bruce Jamison - Houston, Texas

I've been told that the rims that Bruce needs are 15 x 5-1/2 rims from a 1983 or so full-size Chrysler, like a New Yorker or a Cordoba. Don't use the optional 15 x 7 rim that was available. The Chrysler 5-bolt pattern is correct and Studebaker hubcaps are supposed to fit. The original whitewall width for a 56J has been a question for me too, since replacement whitewalls come in various widths and it's difficult trying to decide which ones to buy. I'm going to guess that it might be 2-1/2" because a well-worn Firestone 7.10-15 whitewall spare was in my trunk with that width and I'm assuming it's the original spare.

If Bruce is going to use radials, I think that various *56J ONLY* members have recommended either 205R75-15 or 215R75-15 radials. One of our *Ocean Bay Chapter, Studebaker Drivers Club* members owns a '53 Commander coupe modified with an Avanti R2 engine, but a stock body, and it has 235R75-15 radials. But springs really have to be in good condition for that much rubber to clear the rear tire wells.

3. The 56J air cleaner applique that you furnish (it can't be called a decal, it doesn't come off a paper backing in water and get transferred to something) appears to be correct. Mine was still on my air cleaner, but it had been painted over. Real decals have a raised quality to them and are still visible even when painted over.

4. Finally, I'm sad to report that Earl Bailey, the original buyer and owner of my Hawk, passed away due to throat cancer in Colorado Springs, CO, in August. Earl was the source of a lot of information since he owned the Hawk for more than 35 years.

## HERE WE GROW AGAIN

**DWAYNE JACOBSON STEVENS POINT, WI**

October 3, 1995

I called *WW Motor Cars* this morning about the steering wheels. They said the cost is about \$700 per wheel. I asked if they would sell the mold, and they said no.

Do any other GH owners know anything about recasting steering wheels, or are any of them interested in getting a cast made for our club? I may be interested in recasting wheels, but I need some information.

Well my project is coming along. I am repairing some fairly rust free hog troughs and am getting ready to place a rust free rear clip onto my 56J. In order to complete my project, I need the 3 speed shift linkage and clutch lever assembly, rear engine support, and underframe cross member. If anyone has any leads please write.

**KENNETH L. STUCKEY ORLANDO, FLORIDA**

January 12, 1996

(NOTE: Ken owns a 1956 Packard Executive. I sent him a copy of the engine chart on page 2 and asked him about the carburetor used on his car. I had written to him earlier concerning the generator support arm.

Thank you for the engine information. I did not see any errors in the Packard chart.

Regarding the carburetor question, my Executive, body No. 5677A has the Carter model WCFB-2394 S, Packard part No. 6480506.

Back to the generator bracket controversy, I agree that an "original" car could have the bracket reversed some time along the way. In fact they could have been reversed specifically to eliminate the interference problem that has sometimes occurred.

I wonder where the brackets were installed, at the Utica engine plant, at the assembly plants, or maybe not always at the same location. If the latter they might not all be the same.

My car is very late production, being No 928 of a total Executive hard top production of 1039. It was delivered in August 1956 to an elderly lady and sold back to the dealer when she decided to quit driving. The dealer kept the car and one of the principles drove it for an undetermined amount of time and then stored it around the year 1964. I acquired it from the dealer in 1972 with about 55,000 miles on the odometer.

I am satisfied the cylinder heads had never been off. The generator was the correct model and appeared to be original (worn brushes). There is no sign of the bracket interference problem. Every bit of work done since has been by myself, so I feel that very likely the bracket was originally installed with the slotted end at the generator.

(NOTE: I saw three Packards at a junkyard once, two were from 1955 and one 1956. All three had the generator adjustment arm mounted with the slotted end on the generator and all three had plenty of clearance.)

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.)

- 219 James Thomas Rt #1 Box 488  
Hyndman, Pennsylvania 15545
- 220 David Freeberg 14605 Monroe  
Omaha, Nebraska 68137 402-895-1723
- 221 Larry Wallick 1933 Hickory Grove Rd.  
Davenport, Iowa 52804
- 222 Jim Maxey 58061 Pecan Rd.  
South Bend, Indiana 46619-9765
- 223 Larry C. Morris 12181 11th St.  
Yucaipa, California 92339-1925
- 224 James Lewis 1790 Shirley St.  
P.O. Box 11406 Atlanta, Ga 30310
- 225 Forrest Meighen 1673 Brown Street  
Akron, Ohio 44301
- 226 James Beatty 1400 Bellwood Dr.  
Loveland, Ohio 45140 513-683-3897

## WHEEL ESTATE FOR SALE

Due to our infrequent printing schedule, many ads may be quite old. The only way I know if an item is bought or sold is if one of the parties reports the transaction.

**1956 Golden Hawk**, Jade Green/White, 352 engine, 3 speed/OD, Original interior (fair), wire caps, condition 3 (a 20 footer) Ron Johnson, 2625 Skokie Dr, Rockford Illinois 61108.

**1956 Golden Hawk**, Mocha/Doeskin, Ann Flynn, 6920 SE Clackamus Rd, Milwaukie, Oregon 97222, 503-659-8372.

**1956 Golden Hawk**; serial #6031413, tinted glass, automatic, PS, PB, backup lights, seat belts, an air conditioner installed in trunk with ducts in front of rear window; also a rare continental extension kit has been installed. This car is complete and original, nothing has been done to it. The car does need to be restored to be perfect or to whatever level of restoration you may desire. I am now taking bids. I will sell the car to the highest bidder over \$5500. Terrell Goodspeed, 3735 SE Military Dr., San Antonio TX 78223 or 210-337-2018, 210-337-6371.

**1956 GOLDEN HAWK**, 500 CID Cadillac V-8 with Turbo 400 transmission. Red/White exterior with red velour interior. \$9,000 OBO. Jim Horton, 506 Rosebud Lane, Neptune Beach Fl 32266, 904-354-5925 (work) 904-241-8752

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.

I (non 56J owner) have a tach sender armature for the 56J (different from other Studebakers) that needs a home. It appears NOS. I bought it for my tach sender and discovered it was for the 56J. Dennis Day, 2501 Blue Ridge Dr. NE, Cedar Rapids, Iowa 52402, 319-364-7718.

Leather hood hold down belts. Save those hoods! Still \$25.00. Transmission dip stick gaskets, free with a SASE. Brent Hagen, 6220 S. E. 55th, Portland Oregon 97206-6800, 503-771-0604

**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)

### WANTED

Wanted: 1956 Golden Hawk, prefer one that is the Gold/White combination. Bob Lehman, 8940 Parkland Dr, El Paso, Texas 79925 Tel. 915-591-4020

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.

Wanted, 1956 Golden Hawk, rust free original. Al Van Skaik, 2401 N. 35th St, Tampa Fl 33605, 813-247-6858, or 813-962-0054 (Fax).

Wanted: 3 speed shift linkage and clutch lever assembly, rear engine support, and underframe cross member. Dwayne Jacobson, 2933 ellis st., Stevens Point, Wisconsin 54481, 715-341-7671.

Wanted: front crossmember (1539366 - member, engine rear support) or at least a cross reference to some other models that will fit, frame side bracket for the shift bellcrank for Ultramatic - (1539851 - bracket,... outer support) and the bushing (426709), and retainer (433181), torque converter (6489485). Gary Capwell 698 Thompson Av. N.E., Salem, Oregon 97301, 503-378-0161.

Wanted: clips for tachometer sending unit which hold the distributor cap to the base.

Patrick Schafer, 7000 Signal, Philo, Ca 95466, 707-895-3722.

Wanted: New or good used shift indicator dial for ultramatic, part # 1539769. Robert Strait, 631 Susan Dr., Irwin, Pa. 15642, 412-863-1087.

Wanted: Back-up lights, interior door panel stainless trim, right rear & left front wheel well trim pieces in excellent condition. Bill Ladroga, 60 Ft. Sumpter Dr., Holden, Ma 01520-2605, 508-829-9018.

## 56J CLUB ITEMS

### 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.



### DECALS/APPLIQUES

Air cleaner/oil bath , yellow/black	\$ 4.00 ea.
Oil filler Cap, black w/buff	\$ 3.00 ea.
Oil filter, red/black/gold	\$ 4.50 ea.
W/Washer Motor, blue/chrome	\$ 4.00 ea.
Valve cover, red/yellow (2 rqd)	\$16.00 pr.
[Complete set (6 decals)]	\$29.00]

### TAGS

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

### 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.



### STEERING WHEEL COVER

Black on white background. Slides over the top of the steering wheel, washable. \$15.00.

**CLUB ROSTERS** (send SASE)  
Please include a SASE with your order, (unless you order valve cover decals, catalog or a steering wheel cover).



# SUMMARY

**SUGGESTION:** TAKE A GOOD LOOK AT THE GEARSHIFT SUPPORT ON YOUR CAR.  
**PACKARD** ULTRAMATIC TRANSMISSION DIPSTICK IS ACCESSIBLE FROM UNDER THE HOOD.  
**ERROR:** ON THE PRODUCTION ORDER FOR THE FIRST GOLDEN HAWK  
**PACKARD VALVE COVERS:** A LISTING OF WHAT AND WHERE  
**J.B. DONALDSON COMPANY** CAN RECAST OUR STEERING WHEELS BUT NEEDS A GOOD ORIGINAL FOR THE MOLD AND WANTS US TO SHARE THE TOOLING COSTS.  
**GARY CAPWELL** SENDS INFORMATION ON HIS ULTRAMATIC REBUILD, NEEDS A FEW PARTS FOR HIS ULTRAMATIC. HE ALSO SENT DETAILS ON A BUICK DYNAFLOW SWAP, PER JOHN WILLIAMSON (I'LL TRY TO GET THAT IN THE NEXT ISSUE).  
**BRENT HAGEN** HAS A QUESTION ON THE JACK AND BASE, INFORMATION ON TACHOMETER WIRING, AND DISTRIBUTOR UPGRADES.  
**BILL LADROGA** HAS INFORMATION ON CLOCK REPAIR, MUFFLER REPLACEMENT, THE BACK-UP LIGHT SPACERS, AND WHEELS.  
**DWAYNE JACOBSON** WOULD LIKE INFORMATION ON RECASTING STEERING WHEELS, AND SOME TRANSMISSION PARTS.  
**BOB EDWARDS** REPORTS ON A PLACE TO HAVE WORK DONE ON STEERING, WINDOW, AND WINDSHIELD WIPER MOTOR COMPONENTS.  
**DON ROOK** TELLS THE STORY OF HOW HE PASSED UP A CHANCE TO BY 1956 GOLDEN HAWK SERIAL # 1.



**FRANK J. AMBROGIO**  
1025 NODDING PINES WAY  
CASSELBERRY, FLORIDA 32707

OWNERS REGISTER

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HERE

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