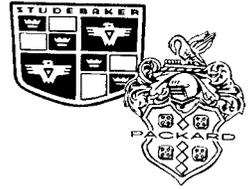


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

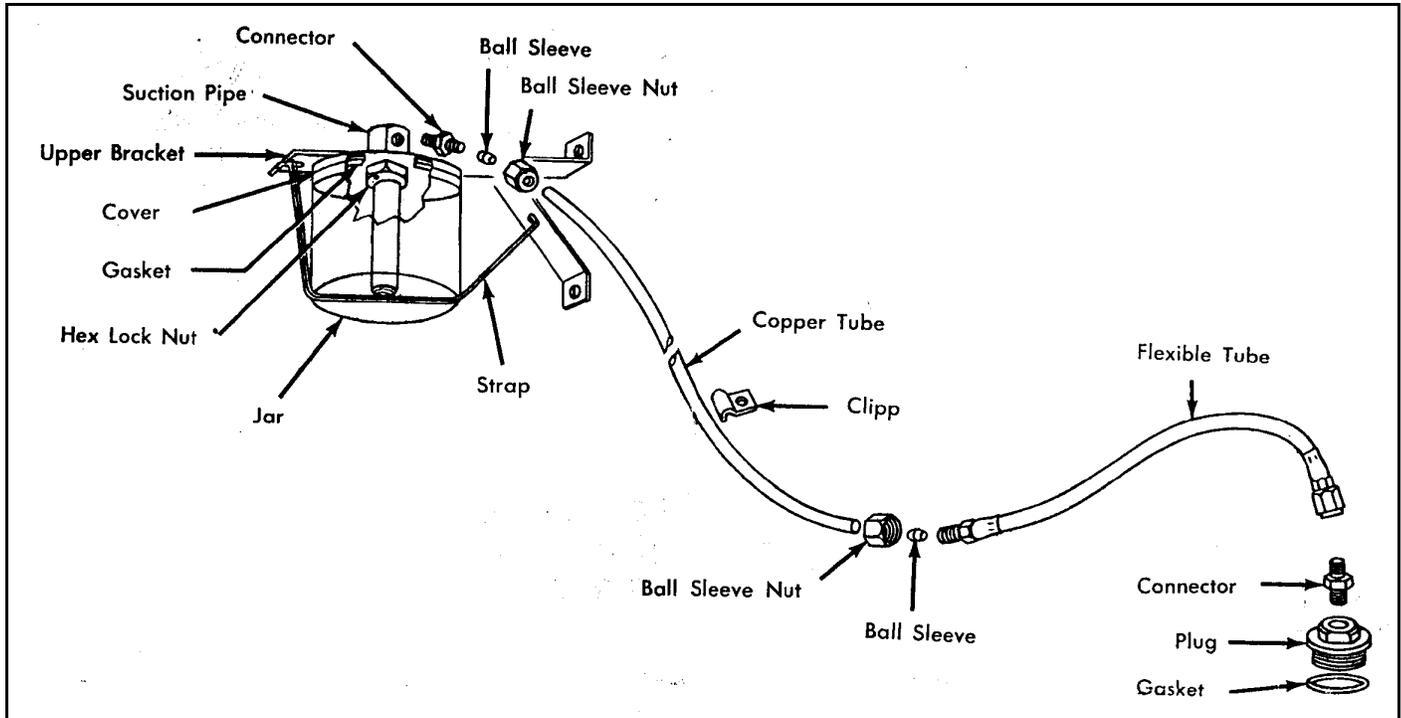
NUMBER 024

ESTABLISHED JANUARY 1, 1989

JUNE 1996

## BRAKE FLUID SAFETY RESERVOIR

*Little known option was not a big seller despite its useful application.*



Member Brent Hagen sent me information on a little known option called the *Brake Fluid Safety Reservoir*, Accessory Number SP-50049. It is listed on page 10, issue 004, in a *Check and Price List for Studebaker Salesmen*, under the description title SAFETY. The suggested uninstalled list price in 1956 was \$6.95.

The reservoir was mounted under the hood and consisted of a glass bottle and bracket with a copper line leading to the master cylinder. The exact mounting location was somewhat ambiguous, but appears to be on the drivers side firewall. There is not much room on the firewall and on cars with overdrive, there is even less room. The fender apron in front of the battery might be a suitable location.

A decal, mounted on the reservoir bottle, indicated the safe level line. It showed the manufacturer as *West Industries, Inc.* of Jackson, Michigan.

With this option installed, the individual could simply eyeball the brake fluid level once the hood was raised. Topping off the system was accomplished by removing a strap

and unscrewing the glass jar from the cover. The correct amount of fluid could then be added to bring the level up to the indicator line. The final step would be to screw the jar back on to the cap and replace the strap.

Without the reservoir, the individual had to lift up the carpet on the drivers front floor, remove the cover plate on the floor to expose the master cylinder, and remove the cap on the master cylinder. Keeping dirt and other debris from falling into the master cylinder was also a problem.

The Brake Fluid Safety Reservoir offered both safety and convenience for checking the brake fluid level and topping off the system. With such an easy alternative to a somewhat inconvenient job, it would seem that this would have been a very popular option.

A review of the production orders for 1956 Golden Hawks, thanks to Dennis Lambert of *Newman & Altman*, shows that this was not the case. The Brake Fluid Safety Reservoir option must have been a well kept secret as this option was listed for only twelve cars. All of them were produced in South Bend and all of them were exported.

The first two, and the last six, were sent to Paris France. The third through sixth cars showed a destination of Lugano Switzerland.

The first car to feature the brake reservoir option was serial # 6031754 with a final assembly date of 02-02-56. The last one was serial # 6033388 with a final assembly date of 08-10-56. All but two of the cars had automatic transmission. Following is a list of all the cars with the Brake Fluid Safety Reservoir option:

SERIAL	BODY	ENGINE	FINASMDATE
6031754	2171	S2724	02/02/56
6031807	2178	S3085	02/07/56
6032353	2876	S3593	03/15/56
6032474	2902	K1518	03/22/56
6032776	3293	K1538	04/18/56
6032795	3285	S3836	04/20/56
6032835	3329	S3834	04/25/56
6032869	3372	S4094	04/27/56
6033009	3595	S4087	05/16/56
6033205	3783	S4130	07/13/56
6033385	3893	S4073	08/10/56
6033388	3954	S4311	08/10/56

During my review of the production orders, one fact became increasingly conspicuous. Many of the exported 1956 Golden Hawks showed a host of accessories. I don't know if the foreigners were all big spenders, or if Studebaker simply loaded these cars in order to get rid of some accessories.

The production orders for domestic 1956 Golden Hawks usually listed about 7-13 accessories. Most of the production orders for the exported cars showed about 20 accessories.

The Brake Fluid Safety Reservoir was not listed in the *Chassis Parts Catalog* for 1955-1958 Studebakers, or 1959-1964 Studebakers, and consequently is not shown in my *1956 Studebaker Golden Hawk Parts Catalog*.

It did appear in the *Check and Price List for Studebaker Salesmen* which I printed in issue 004 as mentioned earlier. It was also mentioned on page 8 of the accessory brochure, *1956 Studebaker Accessories for Your Motoring Pleasure*. There was no picture of the Brake Fluid Safety Reservoir accessory in either pamphlet.

## GEARSHIFT SUPPORT - PART 2

*Member Bill Ladroga has a minor correction*

In the last issue I mentioned that the gearshift lever support was made of cast iron. The term I meant to use instead of cast iron, was die casting or pot metal. Bill Ladroga pointed out my error. He writes:

*I only wish that gearshift lever support for the GH was made of cast iron. In fact, I think that they are made from a zinc alloy casting. That's what makes them so breakable!*

No matter what it is made from, I can tell you first hand that the gearshift lever support is an item to be checked. My thanks to Bill for setting the record straight.

## TECHNICAL TIPS

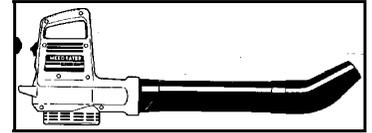
*Here are a couple of little items that I thought might be of interest.*

### TIP NUMBER ONE

If you don't know where to store your car ramps, you can try the spot I've used for many years. First position your car exactly where you would like to park it every time you pull into the garage. Once the car is where you want it, put your car ramps in front of the front wheels. Once in place, the ramps serve as a guide for parking your classic, and help prevent you from driving the car through the front wall of the garage.

### TIP NUMBER TWO

If you subscribe to the notion that it is not worth washing your car unless you also plan to dry it thoroughly, then the following may be of interest.



To partially dry my 1956 Studebaker Golden Hawk, I use my power blower. *This is the same blower I use to blow the leaves and grass clippings into my neighbor's yard.* It is great for getting most of the water off those hard to dry areas such as the windshield, tail lights, grille, behind the bumpers and guards, the check mark moldings, and along the rear fin moldings.

I use an electric power blower, so I always plug into a GFCI outlet and move the car away from all the water or puddles. I try to be careful around the windshield weather seals or any other areas that might not survive the high winds. Once this phase is completed, I wipe the little bit of excess with a terry towel or chamois and I never even have to wring out the cloth.

## STUDEBAKER FENDER SCRIPT

*Richard Quinn provides information through the courtesy of Newman & Altman*

One of my 1956 Golden Hawks, serial # 6031884 does not feature the Studebaker Script on the front fender. The other one, serial # 6032195 does. We have discussed the fender script in several issues of this newsletter and it was one of the items listed on the questionnaire I sent out two years ago.

Your answers to the questionnaire indicated that the script was added somewhere around serial # 6032000.

Richard Quinn, Almanac Editor of the *Studebaker Drivers Club's Turning Wheels*, sent me a copy of *Engineering Master Change Notice No. 22161*. Richard obtained this copy from *Newman & Altman* to whom we must once again offer our thanks.

The Subject shows FENDER NAME PLATE "STUDEBAKER" and shows a "Date Typed" of 2-3-56. The Nature of Change indicates "Release

Studebaker Name Plate for Frt. Fender on all Hawks."

This Change Notice was processed during early to middle February, 1956, so it would seem that we could safely say that any car with a Final Assembly Date prior to mid February, 1956 probably did not have the script on the front fenders.

Of my two cars, the one which does not have the fender script, has a Final Assembly Date of 2-13-56. The other car with the fender script has a Final Assembly Date of 3-5-56. They would both appear to support the dates on the Engineering Master Change Notice.

Assuming the Los Angeles production followed suit on this change, it would probably have occurred about serial # 6800355.

Member Gary Willoughby of Paris, Tennessee asked me for the (exact) location of this script on the front fender (see his letter in the Mailbag section). There probably is a template floating around the archives, but for now I can only give the approximate location. On my car, this script is located about 11" in front of the fender's rear edge, about 1-1/2" below the bottom of the stainless molding.

My thanks to Richard Quinn for thinking of me when he spotted this Change Notice.

## SAFETY HOOD LATCH

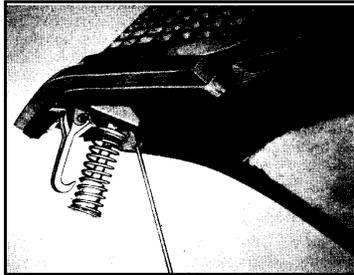
*Older style hood latch is replaced by new design*

By Brent Hagen

I've never seen a 56J with this early 1956 type hood release. I've noticed the cut out in the front brace where it is supposed to go.

I've enclosed information on it from my preliminary parts book for 1956. A friend does have it on his 1956 Flight Hawk.

The part number for the Hook and Lever is 1312650. Service Bulletin No. 314 for May 1956 had the following update:



### SAFETY LATCH AND HOOD LOCK - 1956 HAWK SERIES

*Safety latches and hood lock parts of improved design are now used in production on 1956 model Hawk series cars. (Flight Hawk, Power Hawk, Sky Hawk, and Golden Hawk.) These parts provide maximum positive engagement of the safety latch and lock parts under all types of operation.*

*Operation of the hood lock and safety latch is similar to Sedan and Station Wagon Models. To release the hood lock pull the lever in the left grille panel as far out as it will come. This releases both the hood lock and safety latch.*

*The new lock parts entered production with passenger car series:*

56G Flight Hawk Model	G-1372345	G-938532
56B Power Hawk Model	8446295	8852293
56H Sky Hawk Model	7185283	7811490
56J Golden Hawk Model	6032692	6800250

## DYNAFLOW SWAP ULTRA # A 12234 (56J #96)

Gary Capwell of Salem Oregon sent the following information late last year, but there wasn't room for it in the last issue

per John Williamson, 1277 Old Hiway 66E. Tijeras, N.M. 87059

Packard twin ultramatic and Buick dynaflow shared many parts as both were designed by same engineer. Dynaflow used bronze friction discs and bands, as opposed to ultra's cork linings.

Installing Dyna's friction components in an ultra will snap up its performance, and should make rebuilds less frequent and less costly. Caution: could cause extensive damage to other drive train parts abused excessively.

REMINDER: Remove cooling line fittings, and jumper lines from case before trying to remove front pump and bell housing. Jumper lines run from fittings to front pump and will be damaged if not removed first. Use easy out or medium sized sheet metal bolts to pull them from case. (This step is not in 19th edition Motors manual, but is in '56 Stude shop manual!)

This trans #A12234 was stored for 20 years in an unheated shed, full of fluid. It is a 1956 Packard twin ultramatic, and came to me less torque convertor. I will try to document disassembly and assembly as they occur. I will add same for torque convertor as a separate unit. As this was a Packard car unit I had to install NOS 56J rear housing parts and shaft, also slightly different linkage assemblies.

Low band is stuck, worn, and separating (replace). Reverse band is within limits (like new). All pumps checked out well within wear limits, wear very minimal w/slight scoring on front pump only (rotor face). Both governors are free and functional. Drive drum and piston is in great shape, discs are warped and separating (replace). Planetary assy is intact and working. Entire unit shows only light, minimal wear. Damage is evidently related to condensation while it was stored, and is basically limited to friction discs and bands. Reverse servo ring gap .005.

Valve body appeared correct and functional. Disassembled valve body, several valves stuck including converter control valves (both). This could be explanation of fluid belch when cold experienced by some members. Cleaned and reassembled to specs. Following all torque specs carefully, as several sources stated that this is essential to proper operation of unit. **Note:** upper rear valve body housing has small vent hole that was plugged, in low/high shift valve area.

Replaced reverse band with rebuilt D.W.B.H. Unit and installed original reverse band as low. (These are identical and interchangeable units!) Replaced sealing rings on front pump. The hardest part of this project, so far, was

removing the manual and throttle shaft seals. Bummer, not fun. Found inner control lever #450372 to be stripped out (locating set screw threads!) Ordered from *Packard Farm* -\$15, told Brent H. about this being the reason for excessive play in shift quadrant. Found a place to get fresh new national seals for a lot less than vendors quotes -ordered them.

Set bands as per shop manual instructions. Set end play at .030. Note: end play is only the fore and aft movement of the drive drum, not the total input shaft end play! Found "good used" torque convertor for \$88.50, It's on its way now.

**Note;** bronze clutch discs were not replacements for the Dyna, replacements were paper lined, but there were bronze factory installed discs. These were highly prized by drag racers in the '60's, and are very rare (and expensive) now. (as per Dave of *D.W.B.H.Auto Parts Co.*) Also still no data on any band interchange w/Dyna and Ultra! He knows of none that will fit. Also he says that old stock clutches and bands tend to separate sitting on the shelf after time.

Replaced reverse band with D.W.B.H. unit, used old reverse band for low. D.W.B.H. drive discs are beautiful units for \$6.50 Ea. The bands look good too, but look like the friction material is of a softer consistency than the original phenolic, three piece unit.

**TORQUE CONVERTOR OVERHAUL.** Disassembled "good used" convertor. Initial reactor shaft end play is close to .25 in. Found all turbine fins to be perfect, direct drive clutch disc is within limits, first turbine hub bolts excessively loose -replaced first turbine with one out of parts convertor, as hub bolt holes were elongated, cleaned all burnished (rubbed) areas up with emery cloth to smooth rough edges. Replaced direct drive clutch disc with NOS one from parts convertor. All thrust washers and bearings inspected and found to be within limits. Reassembled as per shop manual, torqued first turbine hub to 25 - 30 ft lbs (found this spec in torque section of shop manual). Replaced front pump drive shaft as bearing area wear was excessive - found torque value to be same as first turbine hub (25 - 30 ft lbs). Replaced reactor shaft as splines worn more than parts convertor's was. Reactor clutch is working and within limits, replaced reactor thrust washer with NOS one from parts convertor.

**Note:** use flat washers under all nuts and bolts that bear on aluminum surfaces!!!!

The most confusing and brain twisting part of rebuilding the convertor is the last step in the shop manual - adjusting

**REACTOR END PLAY.** After reading and rereading this section (and of course doing it wrong), I came up with these specs end play - .010 to .017. Manual states to plus free play of .028. I found this was to allow for the wave washer that was later deleted. I set mine up at the loose end(.017), as I came to realize that the end play is to allow for engine crankshaft end play and transmission end play as these both will effect the convertor. It is my assumption that the shop manual is

assuming that the engine is new (I have no idea what my 374's end play is!)

**ANOTHER TECH TIP.** Before installing all the housing bolts, loosen the four evenly spaced ones back up and install the convertor on the trans input shaft. Gently and slowly spin it to line up the internal splines. It should insert all the way to where the flange of the convertor housing is flush with the trans flange. Once this is done, carefully remove the convertor and finish installing all the housing bolts and nuts, torque to 20 - 25 ft. lbs. Use new nuts if you can as I had a few that were soft and stripped at 17 ft lbs! This will line everything up for installation.

## THE MAILBAG

(All letters are edited as required.)



**BILL LADROGA HOLDEN MASSACHUSETTES**  
February 4, 1996

If you arrange to get new steering wheels cast for \$350, I'd be more than happy to kick in for the mold charge. If this project takes off, count me in for at least \$20-\$25. I've got a 1956 President Classic wheel in my GH and I'm constantly cutting my legs on it. I'd love to have a new wheel for \$350.

(NOTE: Only two or three people expressed an interest in the steering wheel project. At that rate, we would never be able to raise the required amount to make the mold. We would also need a very good original or NOS steering wheel.)

**BRENT HAGEN PORTLAND OREGON**  
March 4 - April 30, 1996

Thanks for the 56J steering wheel cover that you and Anita came up with - it looks great! I hope you get some more responses on the steering wheel project. Although one can adapt a different steering wheel, I don't think it would have as much "class" as the original.

I have had several responses on the fin hold-down mouldings. For those members trying to find them: they are called "C" chrome and are available at vinyl top shops. They are 72" long so are difficult to mail (only 69" is used).

These are held down by 28 plastic clips that are pop riveted to the existing fin mounting holes so no modifications to the car are necessary. Once the clips are pop riveted on, the mouldings, being aluminum, are easily formed to the contour of the car and snap down into place. The front end of the mouldings have to be slightly rounded and then some end caps can be RTV'd into place. I have the end caps available for \$1.00 + S.A.E. or they could be purchased at a large

hardware store. The total cost will come to less than \$20.00 for both sides and it won't rust again!

I just found out that I had some erroneous information in issue #010. As it turned out, the republic OP94 oil pump I purchased from *Tribble Restoration* was not Nash/Packard, but 1956-62 Cadillac. I was sent the wrong thing.

I've enclosed some information on *McCulloch* supercharger kits sold by *Paxton* for 1956 Golden Hawks. The information is out of a service manual which was purchased from a friend of mine in the early sixty's from *Paxton*. (EDITOR'S NOTE: The *McCulloch* Supercharger number is 37000-R, Model VS-57-C, 90 degrees rotation. The main jets showed no change while the secondary jets were increased to .082, drill required was #45. I have no idea what any of this means, but it is some solid proof that a supercharger setup was available for the Packard engine.)

I had the Packard transmission with the (under hood) dipstick on my Golden Hawk for a while before I had my original transmission rebuilt. It worked fine as I was running with a Pontiac GTO air cleaner. It probably would be difficult with the original air cleaner in place.

I recently obtained an original 56J driver side front fender for my car, which was one off a 1958 Silver Hawk. The original has provision for a screen for the vent intake. The 1958 fender does not. When did the change take place?

Another observation I have noticed is the wing nut used for holding down the bumper jack, P/N G144235. On 56J cars, they appear to be cast. On later Hawks, you find wing nuts that are stamped. The parts books only show one part number.

A couple of corrections for your 1956 *Studebaker Golden Hawks Parts Catalog*. On page 165, Group 1413 should be Plate 23-33 instead of Plate 22-33. On Page 23-7, distributor cap info: last line should be 474179. One item not in the rear index is 6470203 - rear seal, ultramatic.

Here is another 56J for your records: 6030778, Body 1068, originally *Sunglow/Snowcap*, now parted out.

I've enclosed three photos. One shows two of three fan blades to be found on 56Js: 455050 -the Packard one with straight blades and 1542138P, the late *Studebaker* one with heavier steel, eight rivets and curved tips per Service Note 316.

The second photo shows two different types of rear fender curb mouldings. One uses 3 screws and a clip for mounting and the other uses 4 screws. The parts catalogs do not mention two types. The moulding with three screws and a clip appear to be on the earlier 56Js. On Los Angeles produced 56Js, the change appears to have occurred sometime between Bob Thompson's 6800278 (his is three) and my 6800322 which has four.

The third photo shows two types of bumper jack clamp hold down nut. The original 56Js I have run across have the cast type nut. The other type nut used later is stamped steel. The parts books only show part number

G144235. I have no idea where the change took place.

Enclosed is a 56J story I finally got Larry Skou of Beavercreek, Oregon to write. He is a fellow 56J owner. Also enclosed is a copy of the *Danbury Mint's* new 57H-K7 in case you haven't seen it yet.

## MEMORIES

by Larry Skou

Everyone in our *Studebaker* club has a memory of his or her first real encounter with their first *Studebaker*. I don't mean a casual glance at one or the first time you walked past one or even the first time you actually touched one. I'm talking about that first ride' the one that you will remember forever. Here is my story.

The year was 1958, summertime, my best guess would make the month about July, or August. I was sixteen years old, my older brother was home on leave from the Navy.

Early one Sunday morning, my brother's friend came by our house looking for him. I was home, my brother was not. I saw him drive up in what I thought was the nicest looking, minor customized, white car. This car was lowered, had a louvered hood, no door handles, dual pipes, etc. Here I stood looking at the coolest car I ever saw. He asked me if I knew where my brother was. I said "I think I know where he is." He said "OK, let's go find him!" My first thought was Wow!! I am actually going to get a ride in this beautiful car!!! I was in seventh heaven. Remember, I was sixteen years old. I'd only had a drivers license for about two or three months. As any young boy knows, there are only two things in life at that age. One of them is cars, cars, cars. I will let you guess what the other one is.

Here we were, cruising up 82nd Avenue in SE Portland. While we were waiting at a red light, a brand new 1958 Mercury pulled up along side of us. I knew it was brand new because it had no license plate, and it just looked new. Somehow you can always tell a new car. The light turned green, the Mercury burned rubber, and was off like a shot. At the next light we caught up with him. It was a warm morning and we all had our windows rolled down.

The driver in the Mercury looked over at us and said "*Studebaker*" with a sarcastic sneer in his voice. The light turned green, again he burned rubber and raced off. At that time my brother's friend looked over at me and said, "Let's teach that \_\_\_ a lesson."

At the next red light, my brother's friend shouted over to the other driver and said, "Let's go out to the Banfield freeway and run top end for twenty bucks!" The Merc driver said, "You're on, *Studebaker*" again with a sarcastic tone of voice. In a matter of minutes we were on the Freeway.

In 1958, the Banfield Freeway was not very busy. On this particular early Sunday morning, we were able to actually stop. We stopped for a moment, then both drivers "punched it". The *Studebaker* broke loose, he let off the accelerator, and then got on it again. The acceleration pressed my back into

the seat. I felt like I was riding in a rocket. I looked over at the speedometer. I could see the needle climbing rapidly. At 130 MPH he looked in the mirror. The Mercury was way behind us. About that time, the Mercury took an exit behind us and left the freeway. We took the next exit and circled back, but could not find the Mercury.

Until then I had never heard of or had known of a 1956 Studebaker Golden Hawk. That car left an unforgettable memory in my mind. Then and there I vowed that someday I would own a 1956 Studebaker Golden Hawk.

While my brother was home on leave that summer, his friend loaned the Hawk to him on numerous occasions. During this time I got to see and know the car quite well.

Not too long ago, I was talking to my brother and I asked him if he remembered that Golden Hawk. "Oh yeah!", he said, "I remember that car very well. That was one fast ride. It would really scoot!"

Later he gave me a picture of the Hawk, taken in our back yard with him sitting in it. The date on the photo is Oct. 58. In those days film would sometimes stay in our camera for months.

All these years, I have never forgotten that early morning ride in that 1956 Studebaker Golden Hawk.

**JIMMIE FACKLAM                      LENEXA KANSAS**  
March 17 - April 30, 1996

I have located here in Kansas City, a 352 Packard V-8 completely overhauled and ready to put in car. There are also available several completely overhauled Packard Ultramatic Transmissions.

He is asking \$2000.00 and exchange for the engine and \$1500.00 and exchange for the Ultramatics. This gentleman is a national officer in the Packard club and worked for years for the *Packard Motor Company*. He now has a machine where he works on Packards only.

These motors and transmissions are all painted and ready to be set in, including brass bushings in oil pumps. If anyone is interested, call *Bob Adler* at 816-781-0029 or myself at 913-492-4533. Thought this might be of interest to someone with a 1956 Golden Hawk.

Since I last wrote to you, regarding my 1956 Golden Hawk which I bought in Waco, Texas last year, I have found all the missing parts needed including a very good running 352 V-8 engine.

I purchased another 56J, 6033206, Body 3791, engine K1890. I located this in the back of a small airport hangar in Lenexa. It has 4 new fenders on the car, and lots of NOS parts inside of the car in original packaging. The car has all the chrome and stainless side trim, original headliner in very good shape, also seats and door panels are in good condition.

The motor is the original 352 - 3 speed overdrive and runs good. The car is all black and looks like the original paint. Inside the car I also found the two original small V-8 emblems.

I am planning to "part" this car out as the floor boards are completely rusted out and the trunk floor is badly rusted.

(NOTE: See Jimmie's add in the Want Ads section.)

**GARY WILLOUGHBY                      PARIS, TENNESSEE**  
May 1, 1996

We have just returned from a motor trip in the Smokies which included the Dogwood Festival Studebaker meet.

Special honors this year were for the 56J on its 40th anniversary so we considered this a personal invitation. Surprisingly, we had the only '56 Golden Hawk there and were given a center show location under the canopy. We also received a nice plaque/trophy--just for showing up! Thanks to Rene and Bonita Harger for a good show.

Douglas Crall, who owns a California 56J, was at the meet. I gave him your name and address for reference in restoration.

I also got some pretty good prices from Bill Fennessey on grill badges and aluminum door sills. The man must have a soft spot for Golden Hawks.

I have been meaning to ask you for the exact front fender Studebaker script location. I found some old ones at the show for a dollar a piece. They buffed up pretty nice. Not wanting to drill any holes until sure of placement, double sided auto trim adhesive tape will suffice.

Well, another 800 miles on the clock and the "Ginny Hawk" ran like a top. New radial tires (215R's) on our stock 5-1/2" wheels really helped handling, ride and fuel mileage (new high of 22 MPG).

I have a couple of extra wheels if anyone needs them. They're not perfect, but my tire buster said they'll balance out all right.

Enclosed is money for valve cover decals and a club patch. Please let us know if this amount does not cover tax or other cost. We also have a new E911 address. Our route # has changed to a street address. Please change our mailing address to read: 735 JACKSON DRIVE rather than the Rt. 3 Box 116A address.

Have a good 56J 40th anniversary, Frank and all other members. Let's get 'em out there and show 'em off!

**GARY CAPWELL    SALEM, OREGON**  
April 4, 1996

I've been so busy driving my old 56J that I find I'm behind on my letter writing and project record keeping. As per using a Packard style trans oil dip stick, I am using this on body #96. I used the pan and filler assembly that came on my series 56 Packard Ultramatic instead of finding an NOS Studebaker style pan assembly. The only clearance problem I found so far is that the passenger side firewall support is real close to the filler. I simply adjusted the tube (bent it) away from the support. When installed, the trans dipstick ends up pointing towards the front of the

engine just behind the oil dipstick at nearly the same level on the cylinder head, (the handles almost touch each other). This should clear the air cleaner assembly if the oil dipstick does. I should point out that my engine is a 1956 Packard 374 from a Packard 400 hardtop, and I have yet to receive my NOS air cleaner from Packard Farm. I have no idea if the 374's oil dipstick is the same as the original 56J one, and also I haven't figured out what the mounting bracket for the heavy end of the oil bath originally bolts to, or what it looks like. I do know that the heater and the stock exhaust does clear with no difficulty, and so does the stock trans cooling lines. I personally feel that the original under the hump 56J trans dipstick was not a great idea, and plan on keeping this arrangement in my car even if I need to modify the air cleaner mounting location slightly, although even if it is necessary to remove the air cleaner to check the trans fluid level its got to be better than giving the interior a bath in automatic transmission fluid when filling it!

We have logged about 400 miles on old #96, with its old cracked and checked 710 x 15 tube tires, just to drive it. Its new tires aren't here yet! The engine, trans, power steering, power brakes, radio, and clock all work great. The only oil leaks are from the rear end front seal, and a loose side cover on the steering gearbox. It has lots of rattles as it needs all new weather stripping, and its door panels haven't been installed. "Gotta paint it all first!" I'm thinking about replacing the rear end as it is 331 to 1, instead of the original 307 to 1. But boy will it go with this slightly lower gear ratio! Although I don't really think the engine would care if it got 290's stuck behind it!

**RICHARD KAUFMANN TUCSON, ARIZONA**  
May 9, 1996

Enclosed is info on my 56J. Out of shop doing new brakes, hoses, cooling, tune up, etc. Now just want to paint/show. Going all Sunglow Gold - always wanted a 56J all gold - hope it doesn't look too severe.

Runs good - some engine rumble - may need new mounts. Car was in storage for 21 years in Tucson. Was part of Quinsler estate. I was lucky to get it. Starting to make contact with SDC people to get help in doing it right.

Inside was completely redone about 25 years ago in gold. Not a crack in it but wonder if it will hold up seeing daylight again. Loved your newsletters - great help.

Also got a 1948 Lincont Continental Convertible and a 1940 Plymouth Pick-up. Both now in storage and looking more forward to the 56J running.

Planning on visiting SDC show in California for only a day - July 17/18? Like to meet you there if you go. May even have the 56J showable if you drive through Tucson. The parts book was great.

## **DOUGLAS TJAPKES SPRING LAKE, MICHIGAN**

May 9, 1996

(NOTE: Doug is the new media relations director for the Studebaker Drivers Club. He would like pictures of Studebakers for use in his publicity items. The address is 18569 Pawnee Dr., Spring Lake Michigan 49456 or fax 616-846-7110 for more information.)

Thanks for your letter of April 29 and for the beautiful picture. It will be put to good use. If you have any duplicates of other pictures of 1956 Golden Hawks, I wouldn't mind having more on file. This is the perfect kind of picture to send out with a news release. I'll be happy to give credit to owners and/or photographers if you wish.

## **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.)

- 227 Owen Wood 66 Margaret St.  
Plattsburgh, New York 12901
- 228 Gordon Drewe Box 2833  
Huntsville, Ontario P1H 2G3 705-789-7501
- 229 Ron Mooney 5901 E. Waverly  
Tucson, Arizona 85712 520-298-3109
- 230 Robert C. Krutsch, D.D.S. 50 Grand Street  
Coldwater, Michigan 49036
- 231 Richard Kaufmann  
6050 W. El Camino Del Cerro  
Tucson, Arizona 85745 520-743-7744
- 232 Andrew Hamilton 9910 White Church Road  
Mount Hope, Ontario 905-648-7172
- 233 Vito Paolantonio 12 Jackson St.  
Long Branch, New Jersey 908-870-6821

## **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**, usual floor rust, complete and new fenders installed \$2100. 1953 Starlight Coupe Commander, no rust, complete, \$1100. Lawrence Stewart, P.O. Box 25, Hartford Iowa 50118-0025, 515-989-7234.

**1956 Golden Hawk**, paint stripped and I'm rebuilding the 352 engine, complete car with very little rust, major frame components are all very solid. Also have another engine and transmission to sell with the car. Needs new interior, exhaust and brakes. Ken Jacobson,

22310 Applewood Lane, South Bend Indiana 46628, 219-631-6103.

**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. \$8,500 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.

**352 ENGINE** and 3 speed stick overdrive and clutch all together. clutch and brake pedal, shift column all complete and ready to put in car, price \$1000.00. **2** sets of 56J steel plates that front motor mounts sit on, **2** middle frame crossovers (underneath middle of motor), **2** hood center grills (good condition), **several** new old stock tail light lenses \$25.00 each. **I** also have a clear good title, serial # and body plate off a 56J if anyone is looking for one. Jimmie Facklam, 12300 W. 100th Pl., Lenexa, Kansas 66215, 913-492-4533.

**1955 PACKARD ENGINE** complete including starter, generator, oil filter, power steering pump, distributor, intake & exhaust manifolds, 4 barrel carburetor and auto transmission. Missing both valve covers, \$350.00 or best offer. Also, complete set of interior stainless for Sky Hawk, best offer. Denver W. Berkebile, R.D. #2 Box 140, Cherry Tree Pa 15724.

**PARTS:** 1956 trunk lid good condition \$300, original gasket set for 352 engine \$35, rear bumper \$20, total \$355 plus shipping and packaging. James McKnight, 11810 W. 65th St., Sapulpa Oklahoma 74066, 918-227-2539.

Leather hood hold down belts. Save those hoods! Still \$25.00. Transmission dipstick 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.

DATE TO SHIP	DATE WRITTEN	SALES ORDER NO.	ITEM	QUAN.	INST. BOOK	LINE NO.	FACTORY ORDER NO	SERIAL NO. 680 603
DESTINATION						ZONE CODE	ENGINE NUMBER	
SHIP VIA							BODY NUMBER	
DESCRIPTION OF UNIT AND EQUIPMENT							IGN. KEY NUMBER	
							TRUNK KEY NUMBER	
							FINAL ASSY. DATE	
							DATE SHIPPED	
							INVOICE NUMBER	
							INSTRUCTIONS: Prepared by Car Order Dept. distribute as required	

NOTES:

**PAINT (P56XX)** P56 \_\_\_\_\_  
**TRIM** \_\_\_\_\_ **POWER SEAT (18)** \_\_\_\_\_ **POWER WINDOW (20)** \_\_\_\_\_  
**TINTED GLASS (23)** \_\_\_\_\_ **POWER STEERING (35)** \_\_\_\_\_ **POWER BRAKES (51)** \_\_\_\_\_  
**OVERDRIVE TRAN (27)** \_\_\_\_\_ **ULTRA TRAN (28)** \_\_\_\_\_ **710 X 15 4 WHT (55)** \_\_\_\_\_ **DIP SIG (61)** \_\_\_\_\_

**SPECIAL OPTIONS**

AC-235	LOCKING FILLER CAP, GAS TANK	AC-2754	DEFLECTOR, OUTLET PIPE (incls. screw) C-K
AC-1855	MIRROR, VISOR VANITY	AC-2756	CLOCK KIT, ELECTRIC (74)
AC-2028	FRONT FENDER SPLASHGUARDS, PAIR	AC-2762	BACK-UP LAMP KIT - C-K-D (70)
AC-2029	COVER, ACCELERATOR PEDAL	AC-2765	SPOTLIGHT ASSEMBLY, LEFT
AC-2302	SPEAKER KIT, REAR SEAT (USE AC-2777)	AC-2766	SPOTLIGHT ASSEMBLY, RIGHT
AC-2334	SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD LESS POWER STEERING)	AC-2767	TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES)
AC-2340	MIRROR, STRAT-O-VUE OUTSIDE (RIGHT OR LEFT SIDE)	AC-2769	CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS - C-K (USA) (60)
AC-2354	INTERIOR GLARE PROOF TILT MIRROR	AC-2774	WASHER KIT, WINDSHIELD - LHC (71)
AC-2366	KLEENEX DISPENSER	AC-2775	ANTENNA KIT, REAR DUAL, EXTERNALLY CONTR. - C-K (68A)
AC-2367	MAT, LEFT FRONT FLOOR CARPET - C-K - LHC	AC-2776	KIT, PARKING BRAKE WARNING LIGHT
AC-2368	MAT, RIGHT FRONT FLOOR CARPET - C-K -LHC	AC-2777	SPEAKER KIT, REAR SEAT (69)
AC-2425	CAP AND DISK, HUB (WIRE WHEEL) (63)	AC-2780	WIRE WHEEL OVERLAY (PROTOTYPE)
AC-2444	SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD WITH POWER STEERING)	AC-2787	AUTO COMPASS
AC-2495	RETAL LICENSE PLATE FRAME (PLASTIC WINDOW)	AC-2796	COVER KIT, VALVE ROCKER ARM CHROME
AC-2499	WINDSHIELD WASHER	AC-2799	CAP AND DISK, HUB (SPOKE TYPE) (81)
AC-2516	CLIMATIZER AND DEFROSTER KIT W/HEATER - C-K (CANADA)	AC-2810	GUARD, CHROME DOOR EDGE - SET OF 2 - C-K
AC-2688	ANTENNA KIT, INTERNALLY CONTROLLED (68)	AC-2836	MIRROR, STARLINE OUTSIDE (FOR RIGHT OR LEFT SIDE)
AC-2689	ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (67)	AC-2861	MIRROR, REGAL OUTSIDE (FOR RIGHT OR LEFT SIDE)
AC-2699	DOOR HANDLE GUARDS, PAIR	SP-50023	CURB ALARM, PAIR
AC-2701	DEFLECTOR, OUTLET PIPE, ROUND EXH DEFLECTOR	SP-50048	DELUXE LICENSE PLATE FRAME
AC-2704	GAS DOOR GUARD	SP-50049	BRAKE FLUID SAFETY RESERVOIR
AC-2728	MIRROR, SUPER-VUE OUTSIDE (RIGHT OR LEFT SIDE)	SP-50055	TRAFFIC LIGHT VIEWER
AC-2730	SPOTLIGHT-LEFT SIDE	SP-50060-65	FRONT SEAT BELT KIT (80)
AC-2738	CAP AND DISK, HUB (FULL DISK) 15" EQUIP (62)	SP-50070-75	REAR SEAT BELT KIT (GREY, GREEN, RED, BLUE, BROWN, BLACK)
AC-2743	LICENSE PLATE FRAME		SAFETY PADDED SUNVISORS
AC-2747	RADIO, "STRATOLINE" AUTOMATIC TUNING - C-K (66)		LC HEAD, 825 TO 1 CYL HEAD (ENGINE XH)
AC-2748	RADIO, "STARLINE" MANUAL TUNING - C-K (65)		DELUXE STEERING WHEEL (72)
AC-2750	CIGAR LIGHTER COMPLETE (75)		UNDER HOOD LIGHT
AC-2752	LIGHT, COMPARTMENT - C-K		

## SUMMARY

**PRODUCTION ORDER FORM:** A FORM IS INCLUDED ON THE INSIDE BACK PAGE TO LIST THE INFORMATION FROM YOUR PRODUCTION ORDER AND CHECK THE ACCESSORIES PRESENT ON YOUR CAR.

**BRAKE FLUID SAFETY RESERVOIR:** INFORMATION ON THIS LITTLE KNOWN OPTION WAS SUBMITTED BY BRENT HAGEN.

**BRENT HAGEN** HAS MORE INFORMATION ON THE FIN HOLD DOWN MOULDING, FANS, HOOD SAFETY LATCH, AND ASKS ABOUT THE FRONT FENDER VENT SCREEN AND THE BUMPER JACK WING NUT. HE ALSO SENT SOME INFORMATION ON REAR FENDER LOWER MOULDINGS AND PACKARD V-8 SUPERCHARGERS.

**JIMMIE FACKLAM** HAS INFORMATION ON PACKARD 352 V-8 ENGINES AND ULTRAMATICS AVAILABLE IN KANSAS CITY.

**GARY CAPWELL** OFFERS SOME VIEWS ON THE PACKARD OIL PAN DIPSTICK AND DYNA-FLOW TO ULTRAMATIC INTERCHANGE.

**RICHARD QUINN** PROVIDES SOME INFORMATION ON THE STUDEBAKER FRONT FENDER SCRIPT.

**GARY WILLOUGHBY** ATTENDED THE DOGWOOD FESTIVAL IN TENNESSEE WHICH FEATURED 1956 GOLDEN HAWKS.

1956  
 **FRANK J. AMBROGIO**  
1025 NODDING PINES WAY  
CASSELBERRY, FLORIDA 32707  
OWNERS REGISTER

PLACE  
STAMP  
HERE

\* FORWARDING AND ADDRESS CORRECTION REQUESTED \*

MAIL TO:

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