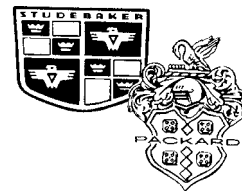


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 025

ESTABLISHED JANUARY 1, 1989

OCTOBER 1996

## 1956 GOLDEN HAWK PAINT COLORS

*The number of colors offered was wide and varied for the Studebaker new car buyer in 1956.*

In 1956, Studebaker offered 10 solid colors and 29 two tone combinations on 1956 Golden Hawks. Buyers could choose from Sunglow Gold (P5610) to Romany Red (P5619) if they were interested in a single color Golden Hawk.

Those buyers who wanted more than one color on their Golden Hawk could choose from the range of Airforce Blue/Daybreak Blue (P5620) to Tangerine/Snowcap White (P5642).

Newman & Altman and more specifically, Dennis Lambert, allowed me to review the 1956 Golden Hawk production orders and the results of that review were quite revealing.

Late in the model year, several new color options were added and the Tangerine/Snowcap White combination was dropped. Making their debut in the spring of 1956 were Rosebud and Redwood. Each color was available with Snowcap White. Rosebud/Snowcap White showed up as Paint Code P5664. Redwood/Snowcap White was Paint Code P5665 while Snowcap White/Redwood was Paint Code P5666. Combined, these new offerings appeared on only 85 Golden Hawks in 1956.

Some production orders revealed some paint combinations which I have not seen on any color chips. These may have been special order items, or the paint chips simply were never updated.

One such combination was P5667 which was Midnight Black/Seaside Green. Only 5 Golden Hawks received this color treatment in 1956. Member Tom Borders owns one. The first color is the *body color* which appeared on the lower portion of the body while the second color is the *accent color*, which appeared on the center portion, hood, and trunk.

P5668 was the paint code assigned to the two tone combination of Cambridge Gray/Daybreak Blue. Only one 1956 Golden Hawk left the factory with this paint treatment.

Yellowstone was offered as a single color (P5618) or with Midnight Black (P5629) or with Sunglow Gold (P5640). Although it would seem a natural with Snowcap White, this combination (P5669) was not offered till late in the model run and appeared on only 9 Golden Hawks.

The word "OMIT" appeared in the Paint Code location on 72 of the production orders. All of these cars were exported and were among the first few hundred cars built.

Three more production orders caught my eye also. Two showed a Paint Code of "PRIME" and the third showed "SURF COAT RUBBED READY FOR PAINT" as the Paint Code and color.

Eight Golden Hawk production orders showed a Paint Code of P5601 SPECIAL. These all had special remarks on the production order indicating how each car was to be painted.

Ceramic Green was not offered as a single color, however six of these cars were painted Ceramic Green under the special P5601 Paint Code.

The seventh car with the P5601 Paint Code was painted Yellowstone/Snowcap White. This differed from the previously mentioned P5669 Paint Code because the note on the production order indicated "YELLOWSTONE ON LOWER PART OF CAR & SNOWCAP ON CENTER & ROOF PANEL". P5669 would have had Yellowstone on the roof panel.

The last car in this group was painted Midnight Black & Romany Red. I don't know which color went where. Romany Red/Midnight Black (P5631) or Midnight Black/Romany Red (P5632) would seem to be the color of this car so perhaps the roof was painted to match the center color as in the case of the car above. The only notation on the production order was "RED WHEELS".

One production order did not have a Paint Code listed, but based on the trim, I would guess that it was either the Mocha/Snowcap White or the Mocha/Doeskin paint scheme. Two other production orders were of such poor quality that I could not make out the Paint Codes.

I would have suspected Sunglow Gold, either single or in combination with Snowcap White, would have been the most popular color. That did not prove to be the case. Midnight Black (P5611) appeared on the most production orders (239) showing a single color. Ceramic Green/Snowcap White (P5641) showed up the most number of times (791) for cars with two tone paint treatments.

A list of all the Paint Codes, colors, and the number of cars produced in each Paint Code appears on the next page.

**1956 STUDEBAKER GOLDEN HAWK PAINT STATISTICS  
TAKEN FROM THE PRODUCTION ORDERS**

<b>PAINT CODE</b>	<b>PAINT COLOR</b>	<b>SOUTH BEND</b>	<b>LOS ANGELES</b>	<b>TOTAL</b>
BAD	PRODUCTION ORDER BAD, CAN'T READ IT	2	0	2
NONE	PROBABLY P5637 OR P5638 BASED ON TRIM	1	0	1
OMIT	NO PAINT COLOR LISTED . . . . .	72	0	72
P5601	<b>SPECIAL (SEE NOTE 1 BELOW)</b>			
	- #1006 SYMBOL BAG SNOWCAP WHITE AND			
	#1013 SYMBOL BAN YELLOWSTONE . . . . .	1	0	1
	- #1000 SYMBOL BAA MIDNIGHT BLACK AND			
	#1003 SYMBOL BAD ROMANY RED . . . . .	1	0	1
	- #1010 SYMBOL BAK CERAMIC GREEN	6	0	6
P5610	SUNGLOW GOLD . . . . .	21	13	34
P5611	MIDNIGHT BLACK . . . . .	216	23	239
P5612	SNOWCAP WHITE . . . . .	130	18	148
P5613	DAYBREAK BLUE . . . . .	1	0	1
P5614	AIRFORCE BLUE . . . . .	8	0	8
P5615	SEASIDE GREEN . . . . .	2	1	3
P5616	GLENBROOK GREEN . . . . .	2	0	2
P5617	CAMBRIDGE GRAY . . . . .	29	5	34
P5618	YELLOWSTONE . . . . .	8	2	10
P5619	ROMANY RED . . . . .	12	2	14
P5620	AIRFORCE BLUE/DAYBREAK BLUE . . . . .	50*	12	62* (Note 2)
P5621	DAYBREAK BLUE/AIRFORCE BLUE . . . . .	7	11	18
P5622	DAYBREAK BLUE/SNOWCAP WHITE . . . . .	27	10	37
P5623	AIRFORCE BLUE/SNOWCAP WHITE . . . . .	73	11	84
P5624	GLENBROOK GREEN/SEASIDE GREEN . . . . .	48	11	59
P5625	SEASIDE GREEN/GLENBROOK GREEN . . . . .	9	3	12
P5626	SEASIDE GREEN/SNOWCAP WHITE . . . . .	15	7	22
P5627	GLENBROOK GREEN/SNOWCAP WHITE . . . . .	21	4	25
P5628	CAMBRIDGE GRAY/SNOWCAP WHITE . . . . .	96	19	115
P5629	MIDNIGHT BLACK SNOWCAP/WHITE . . . . .	159	21	180
P5630	SNOWCAP WHITE/MIDNIGHT BLACK . . . . .	30	14	44
P5631	ROMANY RED/MIDNIGHT BLACK . . . . .	55	7	62
P5632	MIDNIGHT BLACK/ROMANY RED . . . . .	20	6	26
P5633	SNOWCAP WHITE/ROMANY RED . . . . .	18	13	31
P5634	ROMANY RED/SNOWCAP WHITE . . . . .	103	24	127
P5635	SNOWCAP WHITE/SUNGLOW GOLD . . . . .	51	12	63
P5636	SUNGLOW GOLD/SNOWCAP WHITE . . . . .	649	73	722
P5637	MOCHA/DOESKIN . . . . .	303	60	363
P5638	MOCHA/SNOWCAP WHITE . . . . .	258*	49	307* (Note 2)
P5639	YELLOWSTONE/MIDNIGHT BLACK . . . . .	36	10	46
P5640	YELLOWSTONE/SUNGLOW GOLD . . . . .	73	7	80
P5641	CERAMIC GREEN/SNOWCAP WHITE . . . . .	676	115	791
P5642	TANGERINE/SNOWCAP WHITE . . . . .	85	33	118
P5664	ROSEBUD/SNOWCAP WHITE . . . . .	20	1	21
P5665	REDWOOD/SNOWCAP WHITE . . . . .	54	2	56
P5666	SNOWCAP WHITE/REDWOOD . . . . .	8	0	8
P5667	MIDNIGHT BLACK/SEASIDE GREEN . . . . .	5	0	5
P5668	CAMBRIDGE GRAY/DAYBREAK BLUE . . . . .	1	0	1
P5669	YELLOWSTONE/SNOWCAP WHITE . . . . .	8	1	9
PRIME	NO PAINT COLOR LISTED . . . . .	1	1	2
SURF	COAT RUBBED READY FOR PAINT . . . . .	1	0	1
	<b>TOTAL (SEE NOTE 2)</b> . . . . .	<b>3472</b>	<b>601</b>	<b>4073</b>

**NOTE 1 SPECIAL PAINT CODE P5601:**

THE FIRST CAR IS SERIAL 6033236. IT IS LISTED AS YELLOWSTONE ON LOWER PART OF CAR & SNOWCAP ON CENTER & ROOF PANEL. THIS DIFFERS FROM P5669 WHICH WOULD HAVE HAD THE YELLOWSTONE ON THE LOWER PART OF CAR & ROOF PANEL & SNOWCAP ON CENTER ONLY.

THE SECOND CAR IS SERIAL 6032714. THERE ARE NO OTHER NOTATIONS ON THE PRODUCTION ORDER EXCEPT "RED WHEELS". THIS WOULD INDICATE THAT THE LOWER BODY COLOR WAS PROBABLY ROMANY RED. PAINT CODE P5631 IS THE ROMANY RED/MIDNIGHT BLACK COMBINATION. PERHAPS THIS CAR HAD THE ROOF PAINTED TO MATCH THE CENTER COLOR BLACK LIKE THE CAR ABOVE.

THE OTHER SIX CARS SHOWED #1010 SYMBOL 'BAK' CERAMIC GREEN. THE SERIAL NUMBERS ARE 6032436, 6032786, 6032890, 6033011, 6033124, AND 6033270.

**NOTE 2 TOTAL: (\* P5620 & P5638)**

TWO CARS, SERIAL NUMBERS 6030726 (P5620) & 6031367 (P5638), WERE SCRAPPED AND CANCELED FROM THE PRODUCTION RECORDS. SOUTH BEND PRODUCTION WAS 3470 FOR A COMBINED TOTAL OF 4071.

## MODERN PAINT FINISHES

*Studebaker colors may still be available in new modern finishes.*

Many years ago, perhaps as many as 10, I read a Tech Tip from Harold Hoag in the Minnesota Region's newsletter. Harold suggested that Acrylic or Polyurethane paint was available in place of the original Dulux paint.

Even if you don't have a new paint formula for the original color, you could send the original Dulux paint formula, or the Studebaker "Color Name" for the particular year to:

*Ditzler Automotive Finishes  
P. O. Box 3510  
Troy, Michigan 48084  
c/o Color Library Service*

Ask for Color Offset Service and include a SASE.

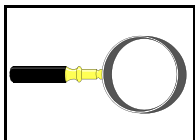
I remember writing to *Ditzler* concerning the Mocha/Doeskin combination, but they had no matching formula. They may have formulas for some of the other colors.

I did, however, find paint in Acrylic Enamel for both Mocha and Doeskin from Ray Winstead of North Carolina. In talking to Ray, he told me he could match any color back to the early part of the century. I mentioned him in issue #005 and the address once again is:

*Automotive Paints Ultd.  
Route 1 Box 108T  
Roxboro, N.C. 27573  
Tel. 919-599-5155*

Ray has paint charts for virtually every car and all you need to do is tell him the year and the color.

### 3472 + 601 = 4071



***The mystery of the two missing 1956 Golden Hawks is finally solved.***

Once again I must extend my thanks to *Newman & Altman* and *Dennis Lambert* for allowing me to review the production orders for the 1956 Golden Hawks. That research led to my solving a problem that has puzzled me for several years.

The serial numbers of cars produced at South Bend ran from 6030001 to 6033472. Those cars assembled at Los Angeles had serial numbers in the range of 6800001 to 6800601.

Once I learned that, I have had trouble getting the numbers to add up. Every source I have read indicates that 4071 Golden Hawks were produced in 1956. No matter which method I used, 3472 + 601 always added up to 4073.

The first two South Bend Golden Hawks had the words "SHOW CAR" shown on their production orders. I thought that perhaps these two cars were somehow not counted in the production totals.

The production orders provided the answer and now the mystery is finally unraveled. Two cars were scrapped and/or otherwise canceled from the production records.

The first car was serial 6030726 with a final assembly date of 12-10-55. The body number was 1018 and engine number was S1068.

A note on the production order read "TAKE ABOVE SERIAL & SCRAP: BODY SCRAPPED. CHASSIS MATERIAL RETURNED TO PRODUCTION." No other notations were on the production order which showed a complete list of accessories and a Paint Code of P5620 Airforce Blue/Daybreak Blue.

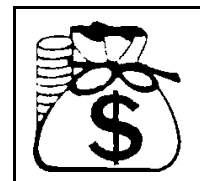
The second car was serial 6031367 with a final assembly date of 1-18-56. The body number was 1731, engine number was S2532, and the destination was Pratt, Kan.

A note on the production order read "CAR ON ABOVE SERIAL TO BE DISMANTLED & SERIAL NO. 6031367 TO BE DESTROYED. PLEASE CANCEL THIS CAR FROM YOUR RECORDS." No other notations were on the production order which also showed a complete list of accessories and a Paint Code of P5638 Mocha/Snowcap White.

No explanation for the disposition of these two 1956 Golden Hawks was shown anywhere on their production orders. The reason will probably never be known to us, but it does clear up the question how 3472 + 601 = 4071.

### NO DUES IS GOOD DUES

***A change will be made for new members to purchase back issues.***



With a membership total that now exceeds 200, the growth of our club has far exceeded my expectations. Initially, I expected our membership to peak at between 40 and 60 owners. I had no idea that there were so many 1956 Golden Hawks still around.

Although I have been pleasantly surprised, one thing I hadn't planned for was the need to reprint back issues each time someone sold his car and the new owner registered with me. (NOTE: See Robert Weber's letter below).

I am flattered that former owners want to keep their back issues, but it generates a double expense for me. The only solution I can think of is to charge for any back issues from now on. If anyone has an idea on this, I'd like to hear from you.

For the past few years, I have settled into a pattern of producing a newsletter every 4 months. There simply hasn't been as much input from you as during the first several years. Consequently, I've been filling these pages with information of a historical, rather than a technical, nature.

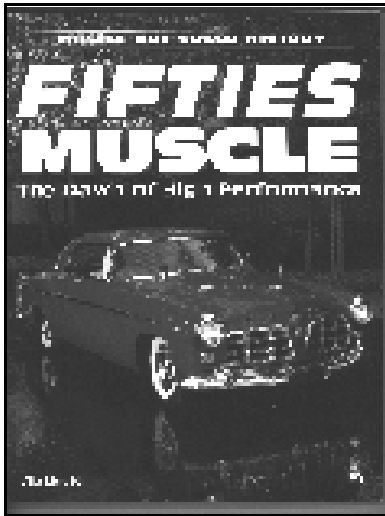
The fewer mailings has cut down considerably on the expenses. That, and the bountiful contributions so many of you have made, has allowed me to keep our club, dues free. Thank you for your generosity. Some of you have given far more than, what I would consider, a fair cost of dues.

Contributions, including *self stick* postage stamps, will always be greatly appreciated.

## FIFTIES MUSCLE

1956 Golden Hawk is included in a new Classics International book from Mike Mueller.

By Frank Ambrogio



In early 1995, I received a note from SDC's *Turning Wheels Almanac* Editor, Richard Quinn. Richard suggested I contact Mike Mueller of Lakeland, Florida who was compiling information for a new book he was writing on muscle cars of the 1950s.

I wrote to Mike and sent a picture of my car. In May, Mike came over and we spent the next four or five hours

together doing "the shoot".

First we searched the local area for a suitable location. I made suggestions as to some areas I thought were nicely wooded while he drove. He settled on a site just two miles from our home.

We returned home to pick up the Golden Hawk and he followed me to the location he had selected. He set up his camera equipment and directed me to bring the car over to the area in front of the camera.

For approximately one hour, I kept moving the car while he snapped one shot after another. A typical scenario would be for me to jump in and start the car, back up about 10 feet, pull forward about 9 feet 11-1/2 inches and turn the wheel about 1/8 turn. He must have used about 5 rolls of film while I lost about 5 pounds.

I never appreciated power steering more than on that warm May day. Without it, Mike's navel might now occupy the location formerly reserved for the grille emblem.

We finally finished the photo session and returned the featured car to the garage. Mike then bought lunch at the local *Denny's* where I regained the 5 pounds. Mike was easy to talk to, seemed quite knowledgeable, and very personable.

I had a great time that day and learned to appreciate what goes into the making of a book of this type. I received a complimentary copy of the book a little over a year later on June 27, 1996.

The book is titled *FIFTIES MUSCLE The Dawn of High Performance* and features a 1955 Chrysler C-300 on the softbound cover. A listing of the owners and the cars appears on page 9. I was slightly amused when I saw the photo of our car on page 107. After all the maneuvering on that day last year, only one photo of the car and one photo of the engine were used.

The book contains 128 pages and the price is \$19.95. It is available through quality

bookstores everywhere and is published by Motorbooks International, PO Box 1, Osceola WI 54020-0001, phone 1-800-826-6600.

Other Studebakers featured in the book are a 1955 President Speedster owned by Harold Goepferich of Dallas Center, Iowa and a 1957 Golden Hawk owned by Don McCullen of Gainesville, Florida.

The book is very good reading especially for those who enjoy the performance and styling of cars from the 1950s.

On August 13, I received a package from Mike Mueller. Inside was a 1997 calendar called *American Classics* with the Golden Hawk pictured as the March feature car. The calendar is from *Avalanche Publishing*. P.O. Box 11028, Carson California 90749-1028, phone 310-223-1600.

## 1956 GOLDEN HAWK AUTHENTICITY GUIDE

**New Guide to help the 1956 Golden Hawk restorer will be available in November.**

A two year project is about to conclude with the production of the new 1956 Studebaker Golden Hawk Authenticity Guide. To my knowledge, this is the only such item ever produced for a Studebaker.

The guide's six sections contain details on the engine compartment, interior, exterior, trunk interior, paint and accessories, and supporting documentation.

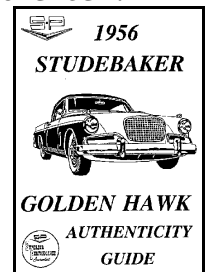
My thanks to Richard Quinn of Mokena, Illinois, Newman & Altman of South Bend, Indiana, Doug Hughes of Westchester, California, Rene Harger of Knoxville, Tennessee and all of you who took the time to answer the questionnaire I sent out in 1994.

The guide contains 30 color photos and a color copy of all the engine compartment decals and tags. I had originally hoped to be able to offer this work for around \$5.00 - \$7.00 but when I decided on the color pages, my costs more than doubled.

I kept trying to find ways to reduce the cost, but I finally gave in to the inevitable when I saw a Packard advertisement from 1915. The ad proclaimed, "Price is Secondary. We build always to the highest attainable quality, and the price is fixed by the production cost." I liked that slogan and even though I couldn't follow it to the letter, the color pages, and the higher price, were added.

There are many items discussed in the Guide, but often, a definitive answer is not always presented. In most cases I have simply stated what appears to be the norm. I used articles from magazines of the period, Studebaker notes and literature, original production orders, parts catalogs, and your answers to the questionnaire.

The Guide should be useful to anyone needing help with a 1956 Golden Hawk restoration. See the *56J Club Items* section at the end of this issue. The \$12.00 price includes S/H.



## HOODS

**A look at the variations used on Hawk models.**

Member Richard Kaufmann of Tucson, Arizona brought up a question on the correct hood for the 1956 Golden Hawk. I thought I had covered this point some time ago, namely in issue #005.

Upon checking the back issues, I could find no reference to this item. I apologize for the omission as this subject has been a puzzle for many owners.

Member Bob Edwards of Jacksonville, Florida first brought this item to my attention at the 1983 national *Studebaker Drivers Club* meet in South Bend, Indiana. He pointed out that a Mocha/Doeskin 56J located in the motel parking garage was sporting a hood from a 1957-1961 Hawk model.

The hood for the 1956 model Hawks (Flight, Power, Sky, and Golden) was produced during the 1956 model year only. There is a small raised area just behind the ornament. In the figure above, the hood on the left shows the raised area under the ornament.

In 1957, and continuing on the pillared coupes through 1961, the raised area went all the way back to the cowl edge of the hood. This is shown in the center of the three hoods pictured.

The 1957-58 Golden Hawks used a third hood variation with a hole cut in the top to accommodate the supercharger. This entire area was then covered with an overlay which also went all the way back to the cowl edge. The 1957-58 Golden Hawks did not use the hood ornament, but instead had a small "V" on the front of the overlay.

Although the difference in the three hoods is quite obvious, most people never notice until the variations are pointed out to them.

## TACHOMETER CONVERSION

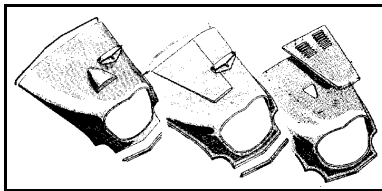
**APT Specialists can convert your tachometer to electric circuitry.**

I had the tachometer from one of my cars converted to operate without the use of the sending unit.

This process was reported in issue #014 a few years ago. *APT Specialists, Inc* can do the job for about \$150.00. That is about the going price of a New Old Stock sending unit.

Though not recommended for the purist who wants to keep his car correct, it is a better working alternative to the distributor mounted sending unit.

The previous owner of my car removed the sending unit in the early sixties so the tachometer has never worked since I purchased the car in 1983. Last year I installed a sending unit and then the car would not start. At that point, I decided to try the conversion.



1956, 1957-61,  
1957-58 GH

The converted tachometer was returned with three wires coming from the rear case in place of the large cable and plug. The connections were for the ground, and power when the key is turned on. The third wire is connected to the negative side of the coil.

The tachometer appears stock in every way from inside the car. Under the hood, the only clue is the missing sending unit under the distributor cap. The tachometer has been working fine since June. I'll report any problems in future issues.

If anyone is interested in this conversion, call or write

*APT Speedometer Specialists Inc.*  
9632 Humbolt Ave S.  
Bloomington, Minnesota 55431  
612-881-7095

## CARSOFT

**Company offers computer disk graphics for use in newsletters, flyers, etc.**

In 1994 I purchased a set of computer disks from a company called *CARSoft*, RD #1, Box 3694, Rutland, Vt 05701, Tel: 802-773-3526. The disks contained graphic representations of cars and related automobile items.

Upon receiving the 10 disk package, I loaded the one entitled *Independents Vintage American* and viewed the various items. Each one is a separate file and the file is named to reflect the year and kind of car. One which caught my interest was named "56stu-gh".

Based on the file name, I assumed this was a 1956 Studebaker Golden Hawk. When I viewed this file on the computer screen, it was obviously not a 1956 Golden Hawk. It was instead a 1956 Sky Hawk as pictured here.



I assumed another file named "56stu2sk" would be a 1956 Sky Hawk, but instead it was a 1956 Power Hawk or 1956 Flight Hawk.

Hoping to set the record straight, I wrote to the owners, Karl & Tim Chevelier, explaining the difference between a Golden Hawk and a Sky Hawk. I also sent them a disk containing a side view and a 3/4 front view of a 1956 Golden Hawk. I mailed the package to them in March, 1995.

I never heard from them again until August, 1996 when they sent an announcement that they had some new disks to offer. Karl had a note of apology on the back of the announcement and stated that the artwork I had sent him was on one of the new disks. He had straightened out the problem, and thanked me for my help.

I ordered the new disks and looked at the file names. I could not find anything that indicated a 1956 Golden Hawk. I did however find two files called "Stude571" and "Stude572" which contained the two graphics I had sent.

If this sounds confusing, and it should, let me summarize so everyone will be up to speed on this. The graphic and the file name associated with each one is listed below:

**GRAPHIC**

1956 Flight/Power Hawk  
 1956 Sky Hawk  
 1956 Golden Hawk

or

**FILE NAME**

56Stu2sk  
 56Stu-gh  
 stude571  
 stude572

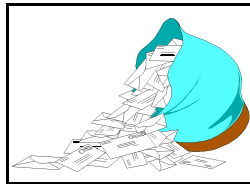
Actually, in spite of the above, Karl & Tim have put together a great package of auto related graphics which should be useful to many newsletter editors. Their handbook shows the graphics that are on each disk. Even if the file name might not correspond to the graphic, you should be able to find what you are looking for.

This concludes our lesson on Studebaker disk graphics. Can anyone guess the model car that is in the file named "55stu-cf"? I'm guessing it is a 1954 Packard Mayfair Sport Coupe.

**THE MAILBAG**

*Letters are always welcome. If you need help or offer advice, share it with the membership.*

*(Edited as required.)*

**ROBERT WEBER**

May 28, 1996

Last Friday, I sold my 1956 Golden Hawk to Jerry Johnson of Washington. Please forward your very good newsletters to him. I've enjoyed them greatly, with much information in them.

I will send him all of the back issues of 56J ONLY. Thank you for all the hard work and newsletters. (NOTE: Robert also sent me Jerry's address. My thanks to Robert. By including his newsletters with the car, he did it right.)

**STAN JASON**

June 22, 1996 & August 24, 1996

Sorry to have taken so long in completing the questionnaire but the car was up in Seattle until last October and I just came upon your request as I was going through my file prior to resuming the restoration.

I had lost interest due to the unavailability of the rear inner fin molding which thanks to Brent Hagen, I now have. I'm in the process of removing all of the stainless and chrome for polishing and replating and she'll soon be off to the body shop for repainting. The roof and sides are still in the original black, the hood, fins and trunk lid are in primer. The body and frame have no rust thanks to undercoating and Southern California weather. I'd planned to change from the original color, but since I was able to obtain N.O.S. front seat inserts from S.M.S. in Oregon (the back seat was like new having been covered with plastic since new), I decided to re-do it as original. I wish it had been the Mocha/Doeskin combination though.

**ALBANY OREGON**

In sorting through my junk, I came across the performance test in the April 1956 *Mechanix Illustrated* written by Tom McCahill. Especially interesting to me was the placement of the seat belt. Also I noticed that the oil filter is located next to the breather pipe. All this time I thought mine was stock - very large unit located in front of the radiator.

I obtained an acceptable back-up lamp(s) substitute from a motorcycle shop in Phoenix for \$10.00 each. They are the same diameter and shape but longer by about 1/4" and came with a red lens. My old lens fit perfectly. The following modifications were made on the new lamp:

Remove the mounting stud and socket and replace the stud with a 5/16" X 1-1/2" carriage bolt through which the head and shaft were drilled to accommodate the wiring. Remove the mounting washer from the old mounting shaft (ears ground off) and reassemble using the carriage bolt which fits the square hole in the old mounting washer.

Brent Hagen has been very helpful in my restoration pursuits as has been your excellent newsletter. I'm thankful for the 56J ONLY publication and have utilized many of the helpful hints. A check is enclosed to help with the expenses.

**JERRY JOHNSON**

**N. BEND WASHINGTON**  
 July 7, 1996

Last month I purchased Bob Weber's 1956 Golden Hawk 6800190. For your records, I also own 6800275 which I am going to use as a parts car. Someone at sometime put in a 57 golden Hawk rear end. The engine is froze up bad.

I need some leads on parts availability for the Hawk. I am going to do a body off restoration. This is not my first restoration. My others have been Fords and Chevrolets.

The 1956 Golden Hawk has been in my dreams ever since 1958 when a 1956 Hawk driven by a blonde girl "out run" me in my non stock 1957 Bel Air Chevrolet.

**RICHARD O. KAUFMANN TUCSON ARIZONA**

August 9, 1996

Just a few notes. I did fly over to the national meet at the Queen Mary the other week. Odd - not a 56J there??

Did meet a guy who said the hood on my 56J is not original. Said the true 56J had a bubble in back of the chrome scoop on top of the hood rather than the sweep going back to the cowl. Started looking at other cars there and only a couple had the bubble hoods. All the rest had full contours going back. Any info on this??

Went to order a complete set of shocks from NAPA, and the old #1007 and #1094 numbers seem to be dead. Now say the rear shocks are number 94080 and the front are #LE-1001. Looks like they will fit fine.

My 56J is out of the paint shop now and looks great. Went with a Cadillac gold lower

and roof with an egg shell white in the middle. Not original but it looks right to me.

I think I figured out why the steering wheel seems to rumble. The left exhaust manifold is laying against the pitman arm. Looks like the motor mounts have let the engine shift and the pitman arm kept it from going further. Another project.

I did not get any wheel well stainless moldings with the car and after looking at the cars in Long Beach, think they really make the car stand out. I heard they are available but at a price. Found 3 out of 4 at a reasonable price, \$25 each except for the front right, which cost me \$100. I was told to expect to pay even more for the last one, so I should be happy. Of course we just got done filling up all the mounting holes in the fenders.

Getting ready to have the upholstery done now. The existing covers show some beading under the covers so I may have the original covers under them now. We will see in a couple of weeks.

**GARY CAPWELL** **SALEM OREGON**  
September 1, 1996 - September 18, 1966

It's been a busy summer, we've attended tons of Studebaker related meets and driven our old 56J lots of miles, most recently we displayed body # 96 at the Can-Am zone meet in Washington state. It was the only Golden Hawk of any kind there.

Our car is still in need of a paint job and interior, but is complete and functional mechanically. After noticing that no (0) 56J's attended the International Meet in Long Beach, we elected to register our spot primed, door panel-less old bird in the Can-Am for display, just so one would be represented on it's 40th birthday! It gets lots of attention where ever we drive it. Even with tons of gleaming chrome all around, it pulls in lots of admirers and curious younger Stude nuts.

We purposely parked in the "Stude related" area next to a 58 Packard wagon being displayed. This really had people bewildered, since the Packard had a supercharged 289 GH engine and our Golden Hawk, of course, had a Packard V-8!

We had a slight overheating problem on the way home from the meet but replaced the water pump after we arrived and remedied the problem. Also, the rear engine support cross member is in and does tend to interfere with the Packard trans oil dipstick tube. It causes a vibration noise to be transmitted to the body but still functions. Also I had to replace a rear motor mount which had broken.

I'm sure that by now you have heard all about our *Brooks Orphaned Car Meet*. Three 56Js were displayed, our Mocha and Doeskin early car, Brent Hagen's green and white late car, and Bob Thompson's green and white late car. Although their cars weren't present, three other 56J owners were on hand to view our cars and meet other owners. Although six 56J owners in one place at one time is a milestone for us, we had hoped to have more

cars and owners as kind of a mini western division 56J meet. We did have a great time and are very happy with the turn out we had.

Don Wagner was there to look at paint combo's for his 56J, only Bob Thompson's car sports a good paint job and the green is a lighter shade than original. Don has just got his body back on the frame, and is blasting along on his 56J frame off restoration, he seems to be even with me, ready for paint (ours will be a repaint in original colors) and interior. We will also be replacing a lot of glass and all weather stripping.

Next summer we hope to have our old bird in NEW feathers!!! Maybe Dons car will be sitting next to ours in the same shape!! Another car owner, who I know only as "Frenchie", has a Tangerine and white 56J that I'm really wanting to see. He said maybe next year, and that he is itching to drive it again too. I'm going to try to collect some paint chip sheets and would like to assemble some pictures of different color cars for members trying to decide on a color combo for their baby... Factory folders do the car no justice, and the colors are not easily pictured on the real car. I think this was a problem for salesmen, and buyers of Hawks, alike in the 50's.

Well, another winter of collecting parts and saving up money for further restoration work, is almost here. I'll try to write more consistently as time becomes more abundant!

**THOMAS HLUSIK** **BERLIN NEW JERSEY**  
August 28, 1996

Frank, I am hoping you can help me find a turn signal switch, part # 533519, for my 56J. I've tried *Newman & Altman, Packard Farm* and all around my home town, but have had no luck.

Hopefully, someone will have one. The address is 6 Myers Ave, Berlin New Jersey 08009-9756.

**BRENT HAGEN** **PORTLAND OREGON**  
September 4, 1996

A friend here in the local Studebaker club gave me a calendar picture of your 1956 Golden Hawk . It is color and is 14" x 18". The company name on the calendar is *Ohio Willow Wood Company, Mt. Sterling, Ohio. phone 800-848-4930, FAX 614-869-4374*. Your car is on the page for Jan/Feb 1996.

Had a good summer. We didn't make it to L.A. for the International but Maureen and I went to our zone meet, the Pacific Can-Am in Puallup, Washington. Gary Capwell drove his 56J up from Salem, Oregon and new member Jerry Johnson drove one of his 56Js up from North Bend, Oregon. My 56J is waiting for a new radiator before taking any long excursions.

I have a jury rigged radiator from a Hawk with a Stude engine in right now. Anyone know of a radiator substitute from a newer car? I do plan to drive to an orphan car meet in Brooks, Oregon this weekend. What car would make a better orphan than a 56J? Hope to have 3-4 56Js at Brooks.

Have you surveyed color combinations on 56Js and how many of each paint combination? (EDITOR'S NOTE: Isn't it strange how things work out? I had been researching how many cars came in each paint scheme for the past three months and Brent's letter asking that very question arrived just a few weeks before this issue was printed. I sent him an advance copy of pages 1-2). I recently ran across some front fenders from a 56J that were painted Redwood poly. This color is not listed in the 1956 dealer paint & upholstery book and I have only found it on the 1956 Ditzler paint chips. These fenders had the Studebaker script and came off serial #6032883.

Another correction for your catalog on page 165 Group 1413 - Plate 23-33. How many 56Js have you accounted for one way or another? Could I get a copy? Also, could you send a new roster?

I have heard of yet another 56J in the area. I will have to check out the numbers.

### 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.)

234 Jerry Johnson P.O. Box 1215  
N Bend, Washington 206-888-0506

235 Don Harmon 110 Highway 31 N.  
Austin, Indiana 47102

236 Jack Beasley P. O. Box 218  
E. Ellijay, Georgia 305 706-276-2836

237 Jim & Elaine Pratt 421 Jungs Station Rd.  
St. Charles, Missouri 314-441-1008

238 Doug Crall 865 Liberty Village Drive  
Florissant, Missouri 314-839-8780

### 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**, 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.

**PARTING OUT '56 GOLDEN HAWK**, California car, solid body, frame, doors and sheetmetal. Packard 352 engines and Ultra-matic transmissions, axles, interior and exterior trim, some parts NOS. Also complete package for changing '56 GH manual transmission to Ultra-matic. Pair '57 Golden Hawk doors complete. Jim Bella, 25685 Lay Trail, North Liberty, IN 46554 or 219-289-9966.

**4 PACKARD V-8 ENGINES**; 1 Golden Hawk engine runs with stick shift overdrive setup; 1- G.H. V-8 turns freely; 1 - 374" & 1 - 352" engine disassembled. Will trade for ? reasonable. Bill Hahn, 543 Daytona Ave., Holly Hill, Fl 32117-3758, 904-255-6093.

**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: frame side bracket for the shift bellcrank for Ultramatic (1539851 - bracket, ... outer support). 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. Sumpster Dr., Holden, Ma 01520-2605, 508-829-9018.

### **SPECIALTY ITEMS**

**Studebaker paints**, 1929-64, acrylic, enamel and lacquer.

Automotive Paints Ultd.  
Route 1 Box 108T  
Roxboro, N.C. 27573  
919-599-5155 (NC)

**Studebaker tachometers** converted to modern circuitry. We repair all American, foreign,

mechanical and electronic speedometers and tachometers, we remanufacture dials, odometers and printed glass. Call or write for more info and our free price list.

APT Speedometer Specialists Inc.  
9632 Humboldt Ave S.  
Bloomington, Mn 55431  
612-881-7095 7 days/nights

## **56J CLUB ITEMS**

**PROCEEDS ARE USED TO HELP MAINTAIN THE CLUB**

### **MANUALS**

#### **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.



#### **1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE.**

Most of the peculiarities are documented in this guide with 30 photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories \$12.00



### **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 reqd) \$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.



**Please include a SASE with tag, patch, & decal (except valve cover) orders.**

### **CLUB ROSTERS**

Please include a letter size SASE with your request.

# SUMMARY

**PAINT CODE STATISTICS:** THE NUMBER OF CARS PAINTED IN EACH OF THE OFFERED COLORS IS LISTED IN THIS ISSUE.

**MODERN PAINT FINISHES** ARE AVAILABLE FOR STUDEBAKER ORIGINAL *DULUX* COLORS.

**MISSING HAWKS FOUND:** THE PRODUCTION ORDERS REVEAL THE MYSTERY OF WHY THE NUMBER OF SERIAL NUMBERS DO NOT EQUAL TOTAL PRODUCTION.

**DUES AND BACK ISSUE PRINTING COSTS** ARE DISCUSSED WITH A REQUEST FOR YOUR SUGGESTIONS.


**FIFTIES MUSCLE,** A BOOK BY MIKE MUELLER INCLUDES INFORMATION AND A PICTURE OF THE 1956 GOLDEN HAWK.

**1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE** WILL BE AVAILABLE IN NOVEMBER TO HELP THOSE RESTORING THEIR CAR.

**TACHOMETERS** CAN BE CONVERTED TO ELECTRIC CIRCUITRY IF YOU ARE UNABLE TO FIND A SENDING UNIT.

**STAN JASON** HAS A NOTE ON A BACK UP LAMP SUBSTITUTE.

**RICHARD KAUFMAN** ASKS ABOUT HOODS ON 1956 GOLDEN HAWKS AND GIVES THE NEW NAPA NUMBERS FOR SHOCK ABSORBERS.

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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