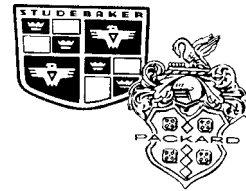


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996 Old Cars Weekly Golden Quill Award Winner

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ACCESSORIES

1956 Golden Hawk production orders reveal that a host of options were available

On the next two pages, I've listed each of the options which were shown on 1956 Golden Hawk production orders. The number of cars produced in both South Bend and Los Angeles is shown to the right of each option. Thanks to Dennis Lambert of *Newman & Altman* for allowing me access to the production orders.

I must also give thanks to Doug Hughes of Westchester, California. Doug is the editor of the *Orange Empire Chapter - SDC* newsletter, *Wheels & Deals*. I had read that Doug was compiling a listing of all the AC-NNNN and SP-NNNNN codes assigned by Studebaker-Packard. I could not identify several items on the production orders. Doug was able to supply the description for most of those items.

Only three items on the production orders could not be identified. Two were Los Angeles codes '40' & '82'. As you know, South Bend used the AC-NNNN code while Los Angeles used a two digit system. The other was a South Bend item shown as SP-00056. The 'SP' means the item was used by both Studebaker and Packard.

While researching those production orders, it became increasingly obvious that they do contain many errors. There were also many items listed which raised some questions. Even so, the production orders are the only source that I am aware of for this information.

Several production orders listed Flight-O-Matic transmission. Though the item was crossed out on many of the forms, it was left alone on many others. In this particular instance, I simply lumped all automatic transmissions into one group.

On the other hand, ten cars were listed with the sedan dual rear antenna kit AC-2778. This should, more than likely, be the C-K body kit AC-2775, but I listed this item separately and immediately below the AC-2775 listing.

Eleven cars were shown with the Anti-Creep option, which supposedly was not available on cars with the Ultramatic transmission. I have identified the debatable options by placing their AC-NNNN codes in parentheses and surrounding them with asterisks.

As far as I know, all 1956 Golden Hawks came with the nicely styled white steering wheel. This wheel was optional on the other Hawk models. Still, 42 production orders

listed "Deluxe Steering Wheel" among the accessories.

Some of the counts are also distorted because of incomplete listings. No Los Angeles production orders listed the back-up lamp "Switch Kit". These kits were included on cars with automatic transmission, but were added to manual transmission cars with back-up lights.

Also noteworthy is the fact that two of the South Bend production orders were of such poor quality that none of the AC-NNNN numbers could be deciphered. If you've seen a production order, you know that these numbers are listed on the bottom half of the order. I was able to read the top portion which identified the paint, dates, and non 'AC' items such as power steering, transmission and tinted glass, etc.

Although it is not apparent from the following list, some interesting items resulted from this research. One pertains to seat belts. Out of 892 South Bend production orders listing seat belts, 502 (56%) of them were on the first 606 serial numbers. That would mean only 490 of the last 2866 cars produced in South Bend contained seat belts.

For Los Angeles production orders, the percentage was even higher. With 92 showing the seat belt option, 65 (70%) were placed on the first 183 serial numbers. Thus, of the remaining 418 cars produced at Los Angeles, only 27 came with seat belts.

Power steering appeared on 425 (70%) of the 601 cars produced at Los Angeles and 1936 (56%) of the 3472 cars produced in South Bend. On cars equipped with manual transmission, only 192 (24%) of the 786 total, included the power steering option. Of the 3287 cars with automatic transmission, 2169 (66%) included power steering.

Tinted glass appeared on 573 (95%) of 601 Los Angeles production orders and 1590 (46%) of 3472 South Bend production orders.

Despite the inconsistencies mentioned earlier, plus the two incomplete production orders, I think the list will be a useful tool and I hope you find it interesting. This same listing is shown on pages 33-34 of the *1956 Studebaker Golden Hawk Authenticity Guide*.

1956 STUDEBAKER GOLDEN HAWK EQUIPMENT LIST

TAKEN FROM THE ORIGINAL PRODUCTION ORDERS

	SB	LA	TOTAL
SAFETY PADDED DASH 'CRASH PAD' (15)	0	1	1
AIR CONDITIONING (16)	1	0	1
POWER SEAT (18)	304	41	345
POWER WINDOW (20)	398	90	488
TINTED GLASS (23)	1590	573	2163
ELECTRIC WIPERS (24)	1	592	593
OVERDRIVE TRANS (27)	709	77	786
AUTO TRANS (28)	2763	524	3287
OIL FILTER (33)	2	1	3
POWER STEERING (35)	1936	425	2361
HIGH POWER KIT (37)	2	1	3
* UNKNOWN (40) * *	0	3	3
WET AIR CLEANER 'WAC' (41)	8	598	606
HEAVY DUTY SPRINGS & SHOCKS (42)	166	0	166
HEAVY DUTY SHOCKS FRONT	1	0	1
HEAVY DUTY ADJUSTABLE SHOCKS	56	0	56
HEAVY DUTY SPRINGS	93	0	93
HEAVY DUTY SPRINGS FRONT	1	0	1
BELG TYPE SPRINGS	5	0	5
HILL HOLDER (48)	1	1	2
POWER BRAKES (51)	1558	262	1820
WHITE WALL TIRES (55)	3150	576	3726
DIRECTIONAL SIGNALS (61)	3384	588	3972
DELUXE STEERING WHEEL (72)	27	15	42
* UNKNOWN (82) * *	0	6	6
5 BLADE FAN	1	0	1
6 BLADE FAN	1	0	1
AXLE 3.54, PINION 537704	19	1	20
AXLE 3.73, PINION 537704	11	0	11
AXLE 4.09, PINION 529060	9	2	11
AXLE 4.27, PINION 534806	5	1	6
AXLE 4.55, PINION 529061	5	4	9
HC HEAD * *	3	0	3
950 TO 1 CYL HEAD * *	1	0	1
LC HEAD, 825 TO 1 CYL HEAD (ENGINE XH, USED ON EXPORT MODELS)	58	0	58
LUG LITE DON'T KNOW IF THIS IS THE SAME AS AC-2767	64	0	64
METRIC SPEEDOMETER	143	0	143
SAFETY PADDED SUNVISORS	13	0	13
SSF UNDERCOATING	16	0	16
UNDER HOOD LIGHT (AC-2442?)	0	0	0
AC-235 LOCKING FILLER CAP, GAS TANK	25	0	25
* (AC-1708) * ROLON TIRE CHAINS 7:10 X 15 COMMANDER	1	0	1
AC-1855 MIRROR, VISOR VANITY	21	0	21
AC-2028 FRONT FENDER SPLASHGUARDS, PAIR	6	0	6
AC-2029 COVER, ACCELERATOR PEDAL	8	0	8
AC-2302 SPEAKER KIT, REAR SEAT (USE AC-2777)	560	55	615
AC-2334 SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD LESS POWER STEERING)	239	0	239
AC-2340 MIRROR, STRAT-O-VUE OUTSIDE (RIGHT OR LEFT SIDE)	41	0	41
AC-2340 MIRROR, STRAT-O-VUE OUTSIDE (LEFT SIDE ONLY)	7	0	7
AC-2354 INTERIOR GLARE PROOF TILT MIRROR	10	0	10
AC-2366 KLEENEX DISPENSER	13	0	13
AC-2367 MAT, LEFT FRONT FLOOR CARPET - C-K - LHC	18	0	18
AC-2368 MAT, RIGHT FRONT FLOOR CARPET - C-K -LHC	15	0	15
AC-2425 CAP AND DISK, HUB (WIRE WHEEL) (63)	46	57	103
AC-2444 SWITCH KIT, BACK-UP LAMP-LHC (WITH ST, AND OD WITH POWER STEERING)	83	0	83
* (AC-2481) * STAINLESS STEEL WHEEL TRIM RING	3	0	3
* (AC-1401) * RING, WHEEL TRIM - STAINLESS STEEL	1	0	1
AC-2495 REGAL LICENSE PLATE FRAME (PLASTIC WINDOW)	0	0	0
* (AC-2497) * SPORTSTER HUB (SPINNER) FOR AC-2492 & AC-2314 COVERS	1	0	1
AC-2688 ANTENNA KIT, INTERNALLY CONTROLLED (68)	2134	472	2606
AC-2689 ANTENNA KIT, FRONT EXTERNALLY CONTROLLED (67)	291	18	309
AC-2699 DOOR HANDLE GUARDS, PAIR	15	0	15
AC-2704 GAS DOOR GUARD	2	0	2
AC-2728 MIRROR, SUPER-VUE OUTSIDE (RIGHT OR LEFT SIDE)	44	0	44
(LEFT SIDE ONLY)	16	0	16

1956 STUDEBAKER GOLDEN HAWK EQUIPMENT LIST

TAKEN FROM THE ORIGINAL PRODUCTION ORDERS

	SB	LA	TOTAL
* (AC-2736) * ADAPTER KIT FOR AC-2366 TISSUE DISPENSER	1	0	1
AC-2738 CAP AND DISK, HUB (FULL DISK) 15" EQUIP (62)	2797	481	3278
AC-2743 LICENSE PLATE FRAME	8	0	8
* (AC-2744) * (BUMPER GUARD KIT, REAR BUMPER-W-Y-F, SEDAN MODELS)	6	0	6
AC-2747 RADIO, "STRATOLINE" AUTOMATIC TUNING - C-K (66)	2479	500	2979
* (AC-2745) * RADIO, "STRATOLINE" AUTOMATIC TUNING - W-Y-F-D SEDANS	1	0	1
AC-2748 RADIO, "STARLINE" MANUAL TUNING - C-K (65)	210	15	225
* (AC-2746) * RADIO, "STARLINE" MANUAL TUNING - W-Y-F-D SEDANS	1	0	1
AC-2750 CIGAR LIGHTER COMPLETE (75)	3127	567	3694
AC-2752 LIGHT, COMPARTMENT - C-K	3	0	3
AC-2754 DEFLECTOR, OUTLET PIPE (incls. screw) C-K	82	0	82
AC-2756 CLOCK KIT, ELECTRIC (74)	3056	554	3610
* (AC-2755) * CLOCK KIT, ELECTRIC W-F-E-P-Y (SEDANS)	4	0	4
AC-2762 BACK-UP LAMP KIT - C-K-D (70)	2247	538	2785
* (AC-2761) * BACK-UP LAMP KIT - W-F-Y (SEDANS)	1	0	1
AC-2765 SPOTLIGHT ASSEMBLY, LEFT	6	0	6
AC-2766 SPOTLIGHT ASSEMBLY, RIGHT	3	0	3
AC-2767 TRUNK AND UTILITY LIGHT EQUIPMENT (CORD, REEL, BRACKET, GROMMET, CABLES)	17	0	17
AC-2769 CLIMATIZER AND DEFROSTER KIT W/HEATING UNITS - C-K (USA) (60)	3066	422	3488
* (AC-2770) * ANTI-CREEP KIT (NOT USED ON 56J)	11	0	11
AC-2774 WASHER KIT, WINDSHIELD - LHC (71)	1697	198	1895
* (AC-2499) * WINDSHIELD WASHER	5	0	5
AC-2775 ANTENNA KIT, REAR DUAL, EXTERNALLY CONTR. - C-K (68A)	86	5	91
* (AC-2778) * ANTENNA KIT, REAR DUAL, EXTERNAL CONT. W-F-Y (SEDANS)	10	0	10
AC-2776 KIT, PARKING BRAKE WARNING LIGHT	40	0	40
AC-2777 SPEAKER KIT, REAR SEAT (69)	409	40	449
AC-2780 WIRE WHEEL OVERLAY (PROTOTYPE)	84	0	84
AC-2787 AUTO COMPASS	2	0	2
AC-2796 COVER KIT, VALVE ROCKER ARM CHROME	0	0	0
AC-2799 CAP AND DISK, HUB (SPOKE TYPE) (81)	208	27	235
AC-2810 GUARD, CHROME DOOR EDGE - SET OF 2 - C-K	0	0	0
AC-2836 MIRROR, STARLINE OUTSIDE (FOR RIGHT OR LEFT SIDE)	0	0	0
AC-2861 MIRROR, REGAL OUTSIDE (FOR RIGHT OR LEFT SIDE)	0	0	0
SP-50023 CURB ALARM, PAIR	1	0	1
SP-50048 DELUXE LICENSE PLATE FRAME	15	0	15
SP-50049 BRAKE FLUID SAFETY RESERVOIR	12	0	12
SP-50055 TRAFFIC LIGHT VIEWER	2	0	2
* (SP-50056) * (UNKNOWN)	1	0	1
SP-5006n FRONT SEAT BELT KIT, ALL COLORS (80)	892	92	984
SP-50060 FRONT SEAT BELT KIT, GRAY (80)	869	92	961
SP-50061 FRONT SEAT BELT KIT, GREEN (80)	4	0	4
SP-50062 FRONT SEAT BELT KIT, RED (80)	5	0	5
SP-50063 FRONT SEAT BELT KIT, BLUE (80)	1	0	1
SP-50064 FRONT SEAT BELT KIT, BROWN (80)	6	0	6
SP-50065 FRONT SEAT BELT KIT, BLACK (80)	7	0	7
SP-5007n REAR SEAT BELT KIT, ALL COLORS (80A)	22	1	23
SP-50070 REAR SEAT BELT KIT, GRAY (80A)	10	1	11
SP-50071 REAR SEAT BELT KIT, GREEN (80A)	0	0	0
SP-50072 REAR SEAT BELT KIT, RED (80A)	3	0	3
SP-50073 REAR SEAT BELT KIT, BLUE (80A)	2	0	2
SP-50074 REAR SEAT BELT KIT, BROWN (80A)	4	0	4
SP-50075 REAR SEAT BELT KIT, BLACK (80A)	3	0	3
OVERDRIVE TRANS WITH POWER STEERING	160	32	192
OVERDRIVE TRANS WITHOUT POWER STEERING	549	45	594

* ITEMS IDENTIFIED WITH AN ASTERISK ARE THOSE WHICH WERE NOT LISTED AS 1956 GOLDEN HAWK ACCESSORIES.

() NUMERALS IN PARENTHESES FOLLOWING THE DESCRIPTION ARE THE LOS ANGELES EQUIVALENT TO THE SOUTH BEND AC-NNNN ACCESSORY CODE.

NOTE: THE ACCESSORY CODES ON TWO PRODUCTION ORDERS COULD NOT BE DETERMINED.

It should be remembered that the above list was taken from the original production orders. Although an item was listed on the production order, that doesn't necessarily mean that the car actually was equipped with that item. Conversely, many cars probably had items which never showed up on the production order.

As an example, only 92 production orders listed the various side view mirrors. I'm sure you'll agree that by 1956, side view mirrors were a very popular item. In fact, many owners opted for the mirror on the passenger side also. I started driving in 1956 and I've never owned a car that didn't have at least one side view mirror. I'm sure that dealers installed quite a few mirrors before the customer actually took delivery of the car.

Standard items such as directional signals, cigar lighter, clock, and electric wipers were not always listed. Occasionally, some standard items were specifically deleted.

Still, I think the production orders give a pretty good representation of how each 1956 Golden Hawk was equipped.

So in addition to the standard accessories mentioned above, how did the typical Golden Hawk come equipped in 1956? Automatic transmission, power steering, tinted glass, white wall tires, push button radio with internally controlled antenna, full wheel covers, back-up lamps, and climatizer, were the most often ordered accessories. Windshield washers and power brakes were also high on the list.

This group of accessories, most often, was packaged in a car with either the Ceramic Green/Snowcap White or Sunglow Gold/Snowcap White two tone paint scheme.

DECAL PROJECT COMES UNGLUED

Producer retires and sells entire stock to major Studebaker parts vendor

John Bricchetto of Autosport Specialty in Knoxville, Tennessee has retired. John produced most of the decals sold by the various vendors. With his retirement, John sold his entire stock of decals to *Newman & Altman* of South Bend, Indiana.

I had been purchasing twenty sets at a time from John at considerable savings. I was passing those savings on to you and still made a couple of bucks for our treasury. I could still purchase twenty sets at a time from *Newman & Altman*, but at a much higher price, and I couldn't charge less than they do.

This means that the price has just gone up and, to get a complete set of decals, you will have to order from three different suppliers.

As you know, I have been selling complete sets, of six engine decals, for \$29.00. Now you will have to pay \$24.00 for just the two valve cover decals alone.

To my knowledge, no Studebaker vendors carry the correct air cleaner/oil bath decal (aplique). I had this one reproduced here in Orlando and I will still offer it at the same price.

The valve cover, windshield washer motor, oil filler cap, and the oil filter decals will

no longer be available from me. You should be able to order these, except the oil filler cap, from *Newman & Altman, Studebaker of California*, or most of the other major vendors.

The oil filler cap decal can be purchased from at least two sources. One is *Packards International Motor Car Club*, 302 French Street, Santa Ana, California 92701, Tel: 714-541-8431. The price is \$3.00 and includes shipping via first class mail. The other is *Max Merritt Auto*, P.O. Box 10, Franklin, Indiana 46131, Tel: 800-472-2573. I don't know if the \$3.00 price includes S/H. Ask for decal "E", 1955-1956 oil filler cap.

So now, to get a full set of decals, you will have to order the air cleaner decal from our club, the oil filler cap decal from either *Max Merritt* or *Packards International*, and the remainder from one of the Studebaker vendors.

(NEW) USED CARS

Many factory Golden Hawks were sold as used cars

Richard Quinn sent me several pages listing Studebaker cars sold by Studebaker, as used cars. These cars were apparently used by company employees and then later sold. Several of those listed were for 1956 Golden Hawks.

One which initially caught my eye was serial # 6031218. This car was sold to Beltz-Beatty Motors, Inc., Daytona Beach, Florida. The sale was approved for \$2,878.07 and the car was used for test purposes at Daytona Beach. My car, 6032195, was delivered to Beltz-Beatty Motors, except that the dealership was actually located in Orlando. Prior to becoming Beltz-Beatty, the dealership was called Price-Collins and I met the grandson of one of the owners, Karick Price. Karick owns a 1948 Commander and is a member of the *Orlando Area Chapter-SDC*.

The next car of interest was 6030751. This car was listed in the December 1973 issue of *Turning Wheels* as owned, at that time, by current member Jim Maxey. According to my records, Jim doesn't own this car anymore.

Two cars from the list are currently owned by two of our members. Jimmie Facklam owns 6032104 which he recently purchased from the previous owner in Texas. Richard Newman owns 6032094 which he shows as a parts car. It may not be with us much longer.

Serial # 6032128 was formerly used by Mr. Duncan McRae. According to *Studebaker the Complete Story* by William A. Cannon and Fred K. Fox, McRae was hired away from Kaiser-Willys in 1955. He handled the bulk of the interior changes on the 1956 sedans and wagons. Later, he became the Director of Styling for *Studebaker-Packard*.

The last car of interest was 6030550. A note on this car indicates that it was sold with an air conditioner. Unfortunately, the production order for this car was one of the two mentioned earlier that was of extremely poor quality and the accessories could not be clearly identified. Nothing on it, however, resembled air conditioning.

TRACKING MEMBERS

'No dues' policy does cause some problems

One of the problems with not charging dues is that I don't hear from many members for several years. Consequently, members move or sell their car and I don't get the word. Just recently, I discovered that I've been sending a newsletter to a member's Kentucky address and he hasn't lived there since 1993. The newsletters never came back, so I wonder who has been getting them?

Our 4 month mailing schedule limits the number of times the post office will forward issues. I request forwarding and address correction, and pay a fee each time I receive a correction. Still, several members have moved and I didn't get the notice. This, of course, plays havoc with my records.

To keep track of those I haven't heard from for several years, I will send a registration form periodically. I only need to know your address and that you still own your car.

Those who do not return the form will be dropped from the roster and the whereabouts of their car(s) will be placed in the "location unknown" category. If you receive a form, please complete and return it promptly.

56J STYLE DINNER IN SOUTH BEND

Early dinner is planned for members attending the SDC International meet

Our plans may change, but Anita and I should be in South Bend for the *Studebaker Drivers Club International meet* from Tuesday to Friday. I hope to set up a dinner on Wednesday June 25th, at *Bill Knapps* at 5:00 pm. The location is 222 N. Dixie Way, on US 33, 0.3 miles north of I-90 & I-80 exit 77. The phone number is 219-272-0370.

I will try to post something on the information board at the meet. This seems to be the best time so as to least interfere with any of the scheduled tours or meetings. *Bill Knapps* has indicated that they can accommodate our group, but I will need to give them a more accurate count before we arrive. We both made a concession as the restaurant agreed to give us separate checks, and I agreed that they could add a 15% gratuity.

This will be a social event, so I hope you will leave the tools at the motel and talk your spouse into joining in. *The first person to mention Golden Hawk, buys dinner.* Well, that might be stretching things a bit. I hope you will keep this date and time in mind if you are going to attend the meet.

We can also plan to gather around *Bill & Lu Ladroga's*, and any other, 1956 Golden Hawk on Thursday at the car show. This will be a great opportunity to compare notes and check out items that may be of interest. You might want to bring your camera and your note pad.

A similar gathering at the 1994 meet in Minnesota brought up the generator support arm question which in turn led me to produce the Authenticity Guide. I hope to see you there.

HOOD INSULATOR

The underside insulator was apparently not located in the center

Member *Bill Ladroga* called to ask about the location of the underside hood insulator. He stated that he was told that the insulator was placed offset to the passenger side.

Neither of my cars have the insulator any longer, but the outline was clearly present on one car. A brief inspection produced the following approximate measurements.

The insulator, at least on my car, was indeed about one foot from the driver side edge of the hood and about six inches from the passenger side edge. The front edge of the insulator was located about three inches to the rear of the leading edge of the raised hood area.

My only guess as to the offset would be to help cover the air cleaner/oil bath assembly which branched to the passenger side. The insulator would also help reduce the chance that the top of the air cleaner would rub against the underside of the hood.

Does anyone have an idea on this?

FROM ZURICH, WITH LOVE

Member ships family car to U.S.A from original destination in Europe

(NOTE: Member *Philippe Hans* of Lake Forest, Illinois began corresponding with me after seeing the story of my car and our club in the October issue of *Turning Wheels*. *Philippe* asked me to keep our exchanges confidential prior to this point, so I couldn't share them with you till now. I think his story is of special interest. What follows is a condensed version of our previous correspondence.)

September 24, 1996 Your article on pages 22-23 in the October 1996 issue of *Turning Wheels* caught my attention.

I was born in New York City, but raised and educated in Switzerland, where my family still lives. Soon I hope to return, to the U.S.A. from Switzerland, my grandmother's 1956 Studebaker Golden Hawk. Its serial number is 6033057. As of now, the car's body and engine numbers are not known to me. My grandfather presented this car to my grandmother on the occasion of their 30th Wedding Anniversary. He purchased the Studebaker for 28,000 Swiss francs sometime in 1956 off a dealer's showroom floor in Zurich, Switzerland, where the car had originally been advertised for 39,000 Swiss francs, and later offered for sale at 34,000 Swiss francs. Unfortunately, I have not yet been able to secure the original bill of sale. The Studebaker received its Swiss road permit effective February 1, 1957. My grandfather passed on in 1972. That same year I drove the Studebaker for the first time myself, shortly after obtaining my Swiss drivers license. I immediately fell in love with the car and solemnly promised myself to make every attempt, in time, to return this beautiful piece of American heritage to the

land whence it originated from, the land of my own dreams. In 1973, the car was repainted all white with a black roof and some rust was removed from the chassis. I left Switzerland and returned to the U.S.A. permanently in 1976. My grandmother kept the car until she discontinued driving it herself in 1983. Thereafter, she permitted my younger brother to drive the Studebaker on weekends and for fun. My grandmother is still alive in Zurich at 88 years of age, but while mentally fit and quick as ever, she is now physically disabled.

The car has accumulated approximately 30,000 miles primarily in fair weather, in and around the city of Zurich. The Studebaker has always been garaged, privately maintained and remains in excellent overall condition, with all its original parts, including export accessories, such as a metric speedometer. I intend to repaint my grandmother's Golden Hawk using its original white/yellow color scheme once the car is back in the U.S.A., and generally restore it into original mint condition where needed. My brother notified me that the electric seat adjustment might need some attention also, and that the heating and cooling fan now operates only sporadically. I've also been told that the radio has not worked in years and that whitewall tires are no longer available in Switzerland. Meanwhile, I've joined the *Studebaker Drivers Club*, visited the *Studebaker National Museum* in south Bend, IN, purchased all the Studebaker books I could find and am in the process of gathering, through *Newman & Altman*, the documentation which is available regarding this specific car.

Please place me on your mailing list for 56J ONLY. Please send me copies of any and all back issues you may have available of your newsletter, the *1956 Golden Hawk Authenticity Guide* and the *1956 Studebaker Golden Hawk Parts Catalog* referred to in the aforementioned article.

I admire the restoration work you've done in connection with your Golden Hawk. I've gazed at the picture of your car frequently since receiving the most recent issue of *Turning Wheels*. Your Golden Hawk is simply beautiful and you must enjoy it very much. Please accept my congratulations on a job exceedingly well done. What an inspiring story!

January 18, 1997 Thank you for your letters dated October 26 and November 14, 1996. I received your excellent *1956 Studebaker Golden Hawk Authenticity Guide* in good order and found the information therein contained useful.

The export data you included in your Authenticity Guide enabled me to determine that, (i) only 0.81% of total 56J production was exported to Switzerland; (ii) my 56J #6033057 was the model year's final Golden Hawk exported to that country; and (iii) Switzerland's three foremost Studebaker dealerships were apparently located in Lausanne, servicing the country's French speaking population, in Zurich for the German speaking clientele, and in Lugano, for the Italian speaking Swiss market. The color photos in your Authenticity Guide are very

helpful. Pursuant to the equipment data you list in your Guide, I became aware that my 56J is among only 8.5% of total production equipped with power seats, among 3.5% of production equipped with metric speedometer, among 1.4% fitted with 8.25:1 cylinder heads, among 1.7% that feature a luggage lite (NOTE: This is the spelling used on the production orders.) and one 56J of the less than 1% of total production that received a hand brake warning light signal kit.

Meanwhile, I've obtained some additional prints of my car, using a negative which was created based on an old print dating back to 1973. But the car looks essentially the same today. I've enclosed a copy for your enjoyment.

I am now commencing the process of shipping my 56J from Zurich to Chicago, Illinois, by sea in a closed container. I plan to title and license the vehicle in the state of Illinois, preliminarily overhaul the engine, service the car's vital systems and perhaps even re-paint it in accordance with the original P5636 paint scheme (17.7% of production) in preparation for the June Studebaker meet in South Bend, Indiana which I plan to attend.

Thank you for your guidance and all your outstanding work in connection with the 1956 Studebaker Golden Hawk.

April 7, 1997 I am pleased to inform you that my 56J was picked up in Zurich, Switzerland, by a Swiss freight forwarder on February 18, 1997, and shipped in a closed and sealed 20' container via Antwerp, Belgium, and Baltimore, to the U.S. Customs facility in Chicago and from there to the U.S. freight forwarder's yard in Elk Grove Village, Illinois. I was personally present as the container's seal was cut in Elk Grove Village on a very sunny and warm March 26, 1997. Following removal of the wheel retainers, I started the car without problems and backed out of the container into the freight forwarder's warehouse and from there onto the parking lot. By that time I had already applied for and received an Illinois vehicle title and vehicle insurance. I was, therefore, able to drive my Studebaker to my home in Lake Forest without any problems. The car has 25,089 original miles and still smells new on the inside.

Enclosed are a few photos for your enjoyment.

I've had to refill some transmission oil and the power seats and dashboard clock don't work, but otherwise everything's fine. However, I'm unable to locate the fuses. I've read that they are located "behind the dashboard". Where precisely are they and what do they look like? Also, I'd like to order new tires featuring wide white sidewalls. Any tips? I've decided to wait with repainting the car because the paint on my 56J looks so new.

Thank you for your help.

NOTE: If Philippe does bring his car to South Bend, it should make for quite an interesting display. I have never seen an export 1956 Golden Hawk and, other than the paint, Philippe's appears to be quite original with some rare and unusual options.

THE MAILBAG

Letters are always welcome. If you need help or can offer advice, share it with the membership.
(Edited as required.)



CLIFFORD GINTER

March 11, 1997

Enclosed is a check for a copy of the 1956 Studebaker Golden Hawk Authenticity Guide.

Have you published 26 issues? I'm missing 16-19. Suspect my cousin has these as he has the car at the present time.

He is getting the transmission worked on for me. Will only go forward. Supposed to drive to Philadelphia area and pick it up next month. When I get it back, I'll fill out the form you requested back in 1994.

Still has the original paint, Ceramic Green/Snowcap White. As far as I know, everything is as it was shipped. I'm the third owner. My father-in-law was the second. Never did have a radio.

I had it up to 105 one night on Route 202 near Flemington, New Jersey back in the late 1950s. Then my senses came back. State troopers can go that fast too.

Just what does a "California car" mean as cited in the third ad on page 26-9? Drove through Gainesville Florida in January. Should have stopped at Stephen Allen's Auto to see if he has a wheel. Now I have to write to him.

RICHARD KAUFMANN TUCSON ARIZONA

March 9, 1997

Well, I'm finally on the road. Still got a list of things to do someday but may have to retire to get them done.

The Carter carb was the last major item giving me a problem. You had info on a replacement carb in an old issue but I still had to get into it a little deeper before installing a non-original unit. The original Carter WCFB must have been one of the first performance 4 barrel carbs and was kind of complicated with a lot of parts.

Figured the first thing to do was take it apart but only after getting a new gasket kit. Amazingly, I called a NAPA store nearby and they had it in stock! I wondered just how many they can move in a year since no cars used this carb after 1962.

Took it apart, cleaned it good, replaced all the parts I could, and it did not run any better. To add to my problems, a previous owner must have done a lot of tinkering. Extra grooves were cut into the lower flanges to let bypass air into the secondary ports and the cross feed fuel channel had a rag stuffed into it. Still had the flat spots above 2500 rpm. Figuring it was above my skills, I sent the car over to the local speed shop for their expertise. After 3 weeks, still no improvement. Their suggestion, try a new carb or update with a better design.

Started looking into the Carter AFB unit as suggested in the newsletter. Called the local rebuild shops and junk yards for an AFB. No luck. The hot rod boys agreed that the AFB is a real good unit and in plentiful supply new for about \$250. I was just not able to find a used unit so after dragging my heels, went for it. Actually had to do some more research. With a lot of help at the speed shop, they suggested a 625 CFM unit with an electric choke, part no. 9635. Also, the bottom butterflies will hit the mounting manifold ports unless you add an adapter flange, p/n 2064. I got the parts for about \$253 total, by calling around the different speed shops.

The new carb was beautiful, chrome plating and all. It looked familiar. I went to the back of the shop where I keep parts for my '48 Lincoln with a '64 Lincoln 430 CI engine. There on the shelf were 2 spare Lincoln carbs. Wouldn't you know it they were AFB units. Decision time. I could start all over again, take one apart, rebuild it, etc, etc. I went first class. I installed the new unit and it works beautifully. Had to hook up the electric choke to a key power supply. Now I can floor it and get to top RPM with absolutely no hesitations. I guess every car can get a new part every once in a while without getting spoiled.

Now for the front oil seal. I had the pan off to check out the oil pump and bearings. It is some work to get the pan off and back on so I was happy when it was done. Now that I am running the car more frequently, the front crank oil seal is leaking. The good book says the only way to replace the seal is to remove the front timing gear cover. Problem is they say you have to remove the oil pan to do it. And the parts book does not seem to have a part number in it for the seal, only a washer, P/N 6489724. has anyone out there figured this out or come up with a better way of sealing this weeping?

Kind of fun to drive around and have anyone driving an older car toot their horn and wave at me. Naturally I have to respond in kind. And just everybody has to tell me about their family Studebaker stories. Enclosed are a few dollars to help with your costs. Keep it up.

BILL LADROGA HOLDEN MASSACHUSETTS

April 4, 1997

My parts dealer told me that the Dayco generator and fan belt numbers in the interchange list are incorrect. The generator belt is Dayco 15570, not 155701, and the fan belt should be Dayco 15550 and not 155501.

I replaced my voltage regulator because it was the wrong one. The Hawk regulators are mounted vertically, with two mounting bolts inboard and one outboard in the flanges along the long edge of the regulator. The one that was in the car was mounted horizontally with only two mounting bolts in flanges that were along the short edges. The armature, field and battery terminals were all on one side too. The auto parts store gave me a Filko VRA362HD as a substitute since they didn't have an Echlin VR206. It mounts just like the

original. The armature and field terminals are inboard and the battery terminal is outboard. You might want to add the Filko number to the interchange list.

We're getting the Hawk ready for the drive to South Bend. I've changed several things to make the car road worthy for the over 1,000 mile one-way trip. I'm going to bring a "CARE package" with points, condenser, rotor, distributor cap, spare fuel pump, spare water pump, etc., just in case. We're driving with a caravan of Stude owners from New Hampshire and Vermont since not many of our Ocean Bay Chapter members seem to be going.

In the process of getting the car ready with new belts, hoses and anti-freeze, I found another part interchange for your listing. The thermostat is available from Standt, part number 45356 for a 160° F. Standt doesn't make a 170° F model, but there is a 180° F model available. If we're going to be crossing the Mid-West in the middle of June, I figured I better put in the 160° F thermostat.

I've been in contact with Ross Ball from Lorena, Texas. He sent me photos of his Midnight black 56J and I sent him photos of my car. Ross said he found the MoPar part number for 15" x 6-1/2" rims, 4238040, which fit 1979 to 1984 Chrysler products. I think my last report to you might have been in error. If it's not too late, you might make a correction in the next newsletter. Ross's photos of his original interior seems to me that he has the optional all-vinyl white and red (8445 WRD) and not white and Tangerine (8450 WT) as I first thought. The Tangerine interior was not an option on Midnight black cars (although I suppose for a price, Studebaker was not above putting in anything you wanted) and Tangerine was more "orangey" than his interior. He didn't mention whether or not he had a production order verification of exactly what interior was installed

That's all the news for now. We hope to see you in South Bend. We'll be arriving on Monday the 23rd of June and staying through Friday night, the 27th.

DAVE FREEBERG **OMAHA NEBRASKA**
April 16, 1997

I noted in the April 17th edition of *Old Cars Weekly* that you received the *Golden Quill* award for the 56J ONLY newsletter. I would like to add my personal congratulations on an excellent effort on your part.

The 56J newsletter has been very helpful to me in the restoration of our 56 Hawk. I am sure I will use the 56J book many more times before I am done.

(NOTE: I don't usually get caught up in awards, but I have to admit, it was quite a thrill and totally unexpected. I've never received a newsletter award before. I'll always be proud of winning the Golden Quill award. Still, it is comments like Dave's which really mean the most to me, since that is the real purpose for all this. Thank you Dave, and thanks to all of you who have submitted information for these pages.)

RICHARD HACKERD **LAFAYETTE INDIANA**
April 27, 1997

I am writing to comment on the 1956 Golden Hawk paint colors in the October 1996 newsletter. You mentioned a color scheme of Midnight Black and Romany Red. The car in question was serial no. 6032714 and you weren't sure if it was black over red or red over black. I'm not sure either, but I have been restoring one that has that color combination.

When I got the car, it was painted all white. I started sanding through the white paint in various places and found out that someone had just painted over the original paint scheme. Underneath the white paint, the top and the body below the trim line were red. The hood, trunk, fins, and above the side trim were black. The rims still had red paint on them as did the area behind the air scoops. The deck where the back-up lights mount was red.

The ribbed section of the deck lid, which I felt should be red, was actually black. I hand sanded through this section and never found red. Would you agree this section should have been red?

I ordered a production order copy from *Newman & Altman* and it showed the color as P5631 Romany/Midnight with trim T8447 CR Vinyl 342. I Wasn't sure if I wanted to put it back to this original color scheme. I thought it might be something I wouldn't like, odd or gaudy looking.

It is ready for painting and after reading your article about one car that had this or reverse combination, I figured why not. This may be the only 56 GH with this combination of two tone color. If I don't like it, I guess I could always change it. I would like to keep it as close to original as possible.

Keep up the good work. I enjoy your newsletter. I know it has to be a labor of love for 56 GH's for you to do this.

JOHN W. RAISES **PLATTSMOUTH NEBRASKA**
May 9, 1997

I have enclosed a printed list of items, 56 Golden Hawk and Packard parts, that I have for sale. Please put those you feel applicable in the "56J Only" under the for sale ads. Also enclosed is a disk on my complete list of goodies that I'm trying to sell before we move to the Orlando area next spring. On the list is a large brochure for the 56 Hawks you or someone in the club may want. *(NOTE: John's list was too extensive to list in this issue. If you are interested, you can write or call him at 402-298-8357.)*

I'm also selling a 1963 GT Hawk that I purchased years ago from the widow of a fellow S.D.C. friend's widow. It has a 1963 Avanti R-2 I rebuilt & installed. The car has no rust and never been driven in the snow or salt. It has a black interior, red exterior, radio, heater, power steering, full dash, day/night mirror, thick sun visors, dual exhaust. The engine has less than 10,000 on a complete

machine shop (Studebaker pro) rebuild. The chrome, weather stripping, interior, brakes, axle bearings, steering, and suspension have been through the last 20 years. It has a new windshield. I'm asking \$8000.00, best offer.

HERE WE GROW AGAIN

Please update your rosters as we welcome the following members. If you move, please remember me when you send out your change of address forms.

249 Tom Vanscoyoc 2237 Old Washington Rd.
Westminster, Maryland 21157

250 Bill LaBelle 1714 Rt. 173
Spring Grove, Illinois 60081

251 Charles Crowley 6504 W. 53rd
Spokane, Washington 99204

252 Jim Burdick 5440 Kates Dr.
Colorado Springs, Colorado 80919

NOTICE: In lieu of dues, and to help keep my records correct, registration forms will be mailed out periodically to members who haven't been heard from for several years. If you receive one, please complete and mail it at once or you will be dropped from the mailing list.

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 352 Packard, 3SP/OD, PW/PB/PS/, Power seat, running gear completely gone through, new radiator/water pump, so many new parts too numerous to list. All chrome present, only needs paint and upholstery. 12K invested, asking \$6500. John Turner, P.O. Box 658, Welches Oregon 97067, Tel: 503-622-3855.

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.

ENGINE WITH 3 SPEED/OVERDRIVE came from a 1956 Golden Hawk, good running condition when stored, Joe Moser, HC 61 Box 23, Calico Rock, Arkansas, 501-297-8907.

NOS RIGHT 56J REAR FIBERGLASS FIN for sale, John Brichetto, P. O. Box 9553, Knoxville Tn 37940-0553.

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

I would like to buy a 1956 Studebaker Golden Hawk in Doeskin/Mocha color, preferably totally restored. Jerry Barber, 810 Hudson Road, Greenville, SC 29615. Call me during business hours at 888-292-0074 or during the evening and weekends at 888-288-7521.

Wanted: 1956 Golden Hawk in good condition with original engine and 3 speed overdrive transmission. Tom Aylward, 3722 Shady Lane, Sandusky, Ohio 44870, 419-627-2904.

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.

56J CLUB ITEMS

100% OF THE PROCEEDS GO TO HELP MAINTAIN 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

CLUB ROSTERS (send SASE)

DECAL-APPLIQUE/TAGS/PATCH
AIR CLEANER/OIL BATH, yellow/black \$ 4.00 ea.
GENERATOR FIELD TERMINAL TAG, red \$ 1.50 ea.
TACHOMETER SENDING UNIT TAG, red \$ 3.00 ea.
PATCH 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background. \$3.50 (Please include SASE for these items).



Make checks payable to Frank Ambrogio..

IN THIS ISSUE

ACCESSORIES USED ON 1956 GOLDEN HAWKS ARE LISTED ALONG WITH THE NUMBER OF CARS THEY APPEARED ON.

CLUB DECAL PROGRAM TAKES A JOLT DUE TO THE RETIREMENT OF JOHN BRICHETTO OF AUTOSPORT SPECIALTY.

RICHARD QUINN SUBMITTED ON 1956 GOLDEN HAWKS SOLD AS USED CARS BY THE FACTORY.

PHILIPPE HANS RETRIEVES HIS FAMILY'S GOLDEN HAWK FROM ZURICH SWITZERLAND.

REGISTRATION FORMS WILL BE MAILED PERIODICALLY TO MEMBERS WHO HAVEN'T BEEN HEARD FROM IN SEVERAL YEARS.


CLUB WILL MEET FOR DINNER AT THE SDC INTERNATIONAL MEET IN SOUTH BEND.

RICHARD KAUFMANN HAS INFORMATION ON A LATER MODEL CARBURETOR TO USE ON YOUR GOLDEN HAWK. HE ALSO NEEDS HELP ON THE FRONT OIL SEAL.

BILL LADROGA HAS A QUESTION ON THE UNDERSIDE HOOD INSULATOR AS WELL AS AN UPDATE ON BELT AND THERMOSTAT PART NUMBERS AND SUBSTITUTIONS FOR THE VOLTAGE REGULATOR AND WHEELS.

JOHN RAISES HAS A LARGE SELECTION OF PARTS AND A 1963 GT HAWK HE WANTS TO SELL BEFORE HE MOVES FROM NEBRASKA NEXT SPRING.

1956



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

OWNERS REGISTER

PLACE
STAMP
HERE

* FORWARDING AND ADDRESS CORRECTION REQUESTED *

MAIL TO:

