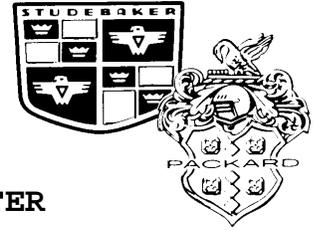


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996 Old Cars Weekly Golden Quill Award Winner

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## PIPE PLUG, WHAT IS IT?

*Parts catalog offers no clue for the purpose of strange engine item*

Group 0102-1 in the Chassis Parts Catalog is where the external engine parts are listed. One item listed is described as follows:

*G103877 PLUG, vacuum hole 1/8"*

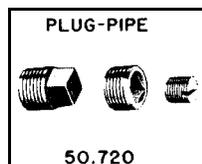
This item caught my attention before, because of the word vacuum, and I wondered what it was used for. There is no picture of it anywhere in the catalog. It is simply an item on the engine. It is not listed for any of the other Studebaker engines.

A check of my Packard Catalog engine section, under Code Number Series 5.0500, showed several *plugs* of various sizes. None of them mentioned the words vacuum hole, and none was 1/8".

The item was listed in the Utility Items section under 50.720 PLUG-PIPE. The description read

*G103877 1/8", square head, plain*

There was also a drawing of a typical plug which is reproduced here. As the name implies, utility items could be used in many places.



I suspected that it had something to do with the windshield wipers and I found the plug listed in the Windshield Cleaner Section of the Packard parts catalog. As we all know, Packard used a vacuum wiper with a vacuum pump on the bottom of the oil pump. The Golden Hawk had electric wipers, so there was no vacuum pump on the oil pump.

In mid April, I received a call from Ralph Hamilton of Roscoe, Illinois. Ralph was putting a 352" Golden Hawk engine in a later model Hawk.

One question which I could not answer concerned a pipe coming out of the cylinder block on the lower passenger side toward the rear of the engine. He stated that there was a hose, the size of a heater hose, coming

off the pipe and he didn't know what it was for.

On my car equipped with the Ultramatic, there was no pipe, but there was a plug. However the car equipped with the manual transmission did have a pipe with a hose, the same size as the larger heater hose, attached to it.

This hose ran along the frame by the fender apron and then stopped under the generator. This end of the hose was sealed off with a large bolt held on by a hose clamp.

I wrote to Tom Kaiser in Sarasota, Florida. Tom is the "Frank Ambrogio" of the *Florida Packard Club*, maintaining the roster, collecting the dues and distributing the information through his newsletter called the *Caribbean Cruiser*. We have been exchanging newsletters for about a year. Tom actually goes me one better in that he seems to have some good mechanical ability. I asked him about the plug and his response follows:

*Hi Frank; April 26, 1997*

*Re your letter of 4/23, I am enclosing a copy of a page of the engine manual showing the pipe that leads from the oil pump up to the block, in the area you designate. This is the vacuum outlet pipe from the lower oil pump vacuum unit for use in keeping the wipers moving steady. In the Packards, the hose comes up the rear of the engine, and connects with a 'Y' to another vacuum hose from the carb, and the combined hoses go on to the wiper motor.*

*I have a '56 Hawk engine here that also has the plug, and it had an automatic trans on it. I don't know whether they put that vacuum booster oil pump on standard transmission cars or not, but they put it on all 352, and 374 Packard engines. I thought they did away with that vacuum pump on the hawk engines, and therefore the plug in the block!*

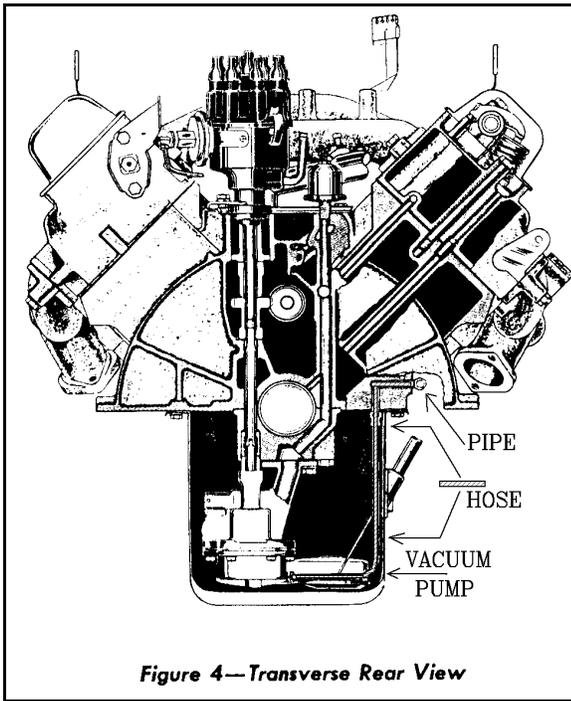


Figure 4—Transverse Rear View

My thanks to Tom for his precise response. Ralph Hamilton told me that his engine came out of a 1956 Golden Hawk which had a manual transmission. I wondered if all engines mated to manual transmissions had the pipe, and those with the Ultramatic had the plug. The parts manual would lead one to believe that all 1956 Golden Hawk engines had the plug.

A closer look at the Ultramatic equipped car revealed that the transmission cooler lines come very close to the area with the plug.

I'm guessing that all the Golden Hawk engines initially had the pipe for the windshield wiper vacuum line. Perhaps, on cars equipped with the Ultramatic, the pipe was replaced with a plug so it would not interfere with the transmission cooler lines.

Does anyone have more information on this?

## **NEW SPRINGS, NEW TIRES, NEW RIDE**

*New items solve a myriad of problems*

Since I purchased my first 1956 Golden Hawk in October 1983, there has always been a noticeable deficiency in the quality of the ride. I assumed this was because the car was old and the parts were worn.

When starting off from zero, there was a pronounced vibration in the drive line. The harder I pressed on the gas pedal, the more obvious was the vibration. It subsided when

I reached about 20 miles per hour and let up on the gas a little.

I replaced the front king pins, bushings, center pin, and shock absorbers. None of the changes made a noticeable improvement. I then attacked the drive line by replacing the universal joints, center carrier bearing, and had the drive shaft balanced. Despite all the improvements, there was very little difference in the ride and handling of the car.

I have always liked the sleek low look of these cars and both of my Golden Hawks sat low to the ground. One day while looking at the rear of two Golden Hawks, I noticed that this car seemed a little lower at the rear than the other one. The second car has P205/75R15 radial tires and the first car has 7:10x15 bias ply tires.

I believe the radial tires are almost 1 inch smaller in diameter, yet this car sat about an inch higher than the car with the larger diameter tires.

I checked the rear springs and noticed that there was no arc to them. The car with the radial tires had much more arc on the rear leaf springs. I called Stephen Cade (AKA *Stephen Allen's Auto*) in Gainesville and ordered a set of rear springs. Stephen told me that he could only get the heavy duty springs from *Newman & Altman* so this is what I ordered and received.

Replacing the tired leaf springs with the new heavy duty springs brought a new look to the car. There was a decided rake to the car as the new springs raised the rear about 3" at the rear bumper and about 1½" at the wheel well. Cleaning the whitewalls and changing the rear tires became a lot easier. I kind of liked the new look. It went from a 'pretty' look to a slightly mean appearance.

Once seated in the driver's seat, even before starting the car, I noticed another improvement. I could see out the rear view mirror for the first time in 14 years. Prior to the rear spring replacement, the top of the back seat and about 20 feet of the road behind were the only sights visible. Suddenly I could see 200 feet to the rear. This had to improve driving safety.

A turn of the key brought the big 352 Packard V-8 to life. A move of the gearshift lever, to the (D)rive position, brought forward movement. A touch of the gas pedal brought acceleration, with no vibration in the drive line. I could not believe the difference in the ride. The improvement was worth every bit of the expense (about \$240 for parts, shipping, and labor).

While all this was going on, I had also decided to buy new tires. The old bias ply tires had been on the car for 14 years and

had spent much of the first 7 years outside in the hot sun while the car was undergoing its lengthy restoration. Although they only had about 12,000 miles on them, they had some dry rot. I decided to go with radial tires on this car also.

Whenever I would get beyond 60 MPH, the vibration was quite significant. The sun visors would flutter and the whole front end felt like it was going to fall apart. I only drove about 30 miles after putting on the new rear springs and before mounting the new tires. I didn't get to drive the car at the higher speed in between those two changes. I'm going to assume that the tires made the big difference here. I've had the car up to 85 MPH and it rode true and straight with no noticeable bounce or shimmy.

Another benefit appears to have occurred as a result of the new rear springs. Whenever my car sat for more than a week, after startup the transmission would belch out about an ounce or two of fluid. This fluid would exit up through the dipstick tube and drip down the case onto the floor. Perhaps it is due to the rear end being higher than the front end of the car, but I haven't noticed any leaks since the new springs were installed. Even a three week layoff produced no fluid leak. The only negative was that now I could barely get the floor jack to clear the bottom of the front lower air intake panel.

I was planning to buy new springs for the front and try to get rid of the rake, but I was afraid to mess with success. I didn't know how this would affect the view out the rear, and the transmission leak.

I decided instead to put spacers in the front springs. This raised the front of the car about 1-1/2". It also lowered the rear to the point that the car sits almost level. Even with the spacers, everything still seems to be working just great. I may still install new front springs, now that I think new front springs won't disturb what has been accomplished.

So, new heavy duty rear springs, spacers in the front springs, and radial tires resulted in a significant improvement in the ride and handling of the car. Even with the front spring spacers, the rear springs allowed for much better visibility through the rear view mirror. They also seem to have stopped the transmission fluid leak that occurred on startup.

I've driven about 300 miles now, and I'll be driving the car to Alachua, Florida (Gainesville) for the 20th annual Florida State Meet in mid October. The 200+ mile round trip should provide a good test of the whole system. I'll report any new developments in the February 1998 issue.

## **STOP LIGHT SWITCH**

***New switch works with silicone brake fluid***  
From the Smoky Mountain Wheel

Ted Banner of the East Carolina Chapter offers this stop light switch tip.

Harley Davidson motor part # 72023-51B stop light switch is for the Dot 5 silicone brake fluid. This should be THE switch for your Studebaker silicone fluid brake light failure problem.

It looks like a standard switch. The wire ends need to be changed to male bayonet type. It's a bit pricey, but it should outlast dozens of 666858 or F4805 switches.

Dorman 705-070 universal speedometer cable repair kit replaces broken cables. It is 81" long.

## **MEMBERSHIP**

***Membership total drops for members who haven't been heard from***

Thirty seven members have been dropped from the roster. I had tried to contact them several times, but they did not respond. I simply requested that they verify their address and let me know if they still owned their car.

Despite my best efforts, people move and I never get the notice. I request address correction from the post office but, in many cases, I fail to receive notification.

I tried to contact people who haven't been heard from in over four years. Out of 55 queries, I received 18 responses. I can only assume the remaining (former) members are no longer interested.

I will mail out more queries next year. If you receive one, please return it as soon as possible.

## **SOUTH BEND 56J DINNER**

***Dinner was well attended at the SDC International meet***

We had a great time at the dinner in South Bend during the *SDC International Meet*. A total of 27 people attended and three of them brought their Golden Hawks.

After the 5:00 pm dinner, we went to the parking lot and started comparing cars. I think everyone learned a lot. There must have been some interest generated as we didn't leave till after 9:00 pm. If the sun had kept shining, we might still be there.

If any of our Texas members would like to set up something for next year, let me know. I'll publish the information in the February or June issue.

## V-8 OIL PUMP INFORMATION

### New source for repair

(NOTE: I received the following from Tom Kaiser who is the editor of *Caribbean Courier*, the newsletter of the *Florida Packard Club*. I spoke to Bob Aller and he said he would work on our cars also. We, of course, don't have the wiper problem referred to below)

**MORE HELPFUL INFORMATION:** V-8 Oil Pump problems. From Packards North Texas bulletin comes this good information on the V-8 oil pump problem. Bob Aller from Kearney, MO was with Packard, and relayed this information to Chris Staphopulo of Packards North Texas.

Bob Aller says that the problem is not with the vacuum pump, the pot metal bottom or the steel plate, or the gears. The problem is with the main shaft support. There is NONE! The shaft has no special support bushing even though the shaft is longer than found on most oil pumps.

After a number of miles, enough wear takes place to allow air to enter the pump through excessive shaft clearance. The air entering gets into the oil causing oil cavitation. One sign of this problem is noisy lifters when the engine oil is hot. Aller says the problem and solution were found by Packard back in the 55-56 period, and only the demise of Packard kept a redesigned pump from solving the problem.

Bob's solution is to ream out the shaft hole, and install a bushing and an over sized shaft. This modification solves the support problem and keeps the vacuum pump in the oil pan. Installing a bushing and replacing the shaft increases the shaft support, the surface area receiving support, and renews the original clearances in the shaft area. This solution also keeps your wipers running when driving uphill or accelerating.

Bob Aller will do this work if you send an exchange unit. I don't know the price, but you can call him at (816) 781-0029. He also exchanges rebuilt Twin Ultramatic's for \$1500.00 plus freight both ways. Since he was at Packard in engineering, I think he knows how to solve these problems!

## BUMPER BOLTS (FOR THE NUTS WHO CARE)

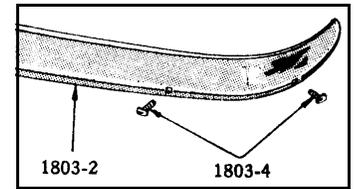
### Silly controversy arises at International meet

A question arose at the International SDC meet held in South Bend in June. It seems that someone had a 1956 Golden Hawk in the show that was so nice, it received 397 out of a possible 400 points.

One of the deductions was for improper bumper bolts. As many of you know, there were both oblong head (rectangular shape with rounded corners) and round head bolts

used on the bumpers of Studebakers. This car had the oblong bolts on the face of the bumper and on the area that wraps around the side. The judges contended that the latter bolts should be round.

The owner disagreed and in late August, I received a call asking for my (so called) expert opinion on the issue. My view was that the oblong bolts were correct, but that round head bolts would not necessarily be incorrect. I based this finding on several original factory photos which I had received from Richard Quinn, several magazine articles from the 1956-1957 period, and the parts catalogs.

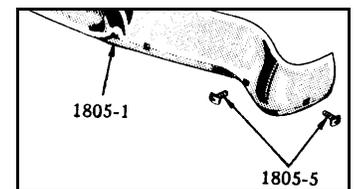


FRONT BUMPER

I checked some of the magazines from the 1955-1957 era. Page 97 of the April 1956 issue of *Mechanix Illustrated* has an excellent view of the rear bumper. A similar view of the rear bumper is shown on page 22 of the March 1956 issue of *Auto Age*. In both cases, the bolt on the side of the bumper is very definitely oblong. Page 22 of the January 1956 issue of *Motor Life* shows two good views of the front bumper. Again the oblong bolt is very clearly shown on the side.

The cover of the January-February issue of *Motorsport* shows a good view of a 1956 Golden Hawk with an oblong bolt on the side of the front bumper. However, what appears to be that same car graces the cover of the March 1956 issue of *Speed Age*. Both the *Motorsport* and *Speed Age* articles contained drive reports by Bill Holland and both cars were the same color.

The *Speed Age* cover shows good views of both the front bumper and the rear bumper. The side of the front bumper has an oblong bolt, but the side of the rear bumper has a round bolt. This car sports the early two tone paint scheme.



REAR BUMPER

There are many front 3/4 view pictures of 1956 Golden Hawks in the magazines. Some of the bolts on the side of the bumper appear to be round. This illusion is probably due to the angle of the photo. Even with a magnifying glass, I could not tell for sure if the bolt was actually round.

The 1955-58 chassis parts catalog shows drawings of the front and rear bumper for all C-K models. The bolts shown on the side of the bumper are oblong. The oblong bolt, part number 524972, is listed for all 1955-

56 C-K models front bumper and shows 4 per car.

The round bolt part number is 1541696. It is not shown for 1955-56 models, but it is listed for 1957-58 C-K models with an asterisk (\*) indicating "Use as required". It is also shown in the 1959-1964 chassis parts catalog for the front bumper on C-K models and lists 2 per car.

The rear bumper lists the oblong bolt for all models regardless of year. The number to use per car shows an asterisk (\*), which again indicates "Use as required". It also lists the round head bolt for all 1957-58 models, again with an asterisk indicating "Use as required".

If you aren't confused yet, you'll love what's coming next. The front bumper on 1957-58G,B,H (W-Y-F-D-P-J) models shows the round bolts on the front face of the bumper and the oblong bolts on the side. This is just the opposite of the C-K models.

So what can be concluded after all this torture? I stress that this is only my opinion and it only covers 1956 Golden Hawks. *Probably* most of the cars came standard with oblong head bolts for the entire front and rear bumpers. Some cars *probably* sported rear bumpers with the round head bolts on the side. I wouldn't rule out the possibility that some cars also had round head bolts on the side of the front bumper as well. Isn't it possible that, at some time during the production year, there could have been a shortage of oblong bolts so that round ones might have been used for a brief period?

I believe the car at the meet should not have received an authenticity deduction for the shape of the bumper bolt. I also don't believe there is conclusive proof that all cars were built with oblong bumper bolts.

One question still puzzles me, however. I know that there were at least five other 1956 Golden Hawks at the show that day. Did all the other cars have oblong or round head bumper bolts on the sides of the bumpers?

Do not get the idea that I am trying to belittle the judges. I happen to know all the judges on this particular team and they are a fine and dedicated group. I have judged at two meets and I absolutely hated it. I NEVER want to do it again. Judging is a demanding task, done often times under brutal conditions.

I simply get a kick out of how precise some of us tend to define the issue of authenticity. I think this is yet another good example of carrying it to the extreme. Trying to establish standards to such a level of detail, 40+ years after the fact, seems futile. Perhaps we should consider the possibility that *just maybe*, there were no

standards at this level of detail, to begin with. The fact that some of the magazines from the period show variations should be proof enough that if there was a standard, it was violated on occasion.

I can only refer to the statement, by Richard Quinn, in the June 1995 issue of *Turning Wheels*. "If there is anything I have learned in 33 years of Studebaker ownership and research, it is this: NOTHING IS FOR SURE WHEN IT COMES TO STUDEBAKERS." I wonder how many more times we will refer to this proclamation.

Now, was that a flat head, oval head, pan head, or a round head screw holding that headlight rim in place?

### THE 56J ADVISORS TEAM

**Looking for members interested in offering help to others**

I'd like to establish a group of people who would be willing to answer questions on specific subjects. If you have an area in which you feel well versed, please drop me a note.

Let me know the subject matter and I'll list it, your name, and phone number in future issues as the person to contact.

Anyone needing help on an area covered by someone in the advisors group, can contact that person directly. Of course, I'd be interested in any results and would print them in the next issue.

In some previous issues, a few members left the impression that they were competent in brakes, transmissions, radios, and paint. Why not offer your services to those who need a little advice?

### THE MAILBAG

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

*(Edited as required.)*



**DON COX**

**BROADVIEW HTS. OHIO**

June 4, 1997

After my Grandfather passed away, I was cleaning out behind his barn when I came across this old rusted out car that everyone in the family believed should be junked. I purchased some books and have since verified that it was my Grandfather's 1956 Golden Hawk. Maybe in this case beauty is in the eye of the beholder but I have towed it home, built a garage for it and plan to restore it. I know very little about cars and my biggest concern is not finding what I need once I begin.

If possible, I would be interested in obtaining your catalog of parts and issues of your newsletter. I would like to know the cost of these materials and the answer to one very important question, can you find parts or replacement parts for the 1956 Golden Hawk? This project would definitely be a frame-up restoration. I just want to know if it can be done.

I am sending along a copy of the production order and one photograph. I know the car looks bad but I know it would be worth it to me when completed. I am also sending along a self-addressed stamped envelope for your reply.

**JIMMIE FACKLAM**                      **LENEXA KANSAS**  
June 15, 1997

I am sending you pictures of a California 56 Golden Hawk that I have just purchased in California. The car has a 1966 California license plate on it and has been sitting in a garage since 1966. The oil sticker on the inside of the door shows that the oil was changed in august of 1966 with 53,000 miles. The mileage now is 55,000.

The serial number is 6800100, body number 84. This is an early California production. The thing that bothers me, or I don't understand is the body color is Ceramic Green and Snowcap White. This is the original paint. Why does it have the later color combo when it is an early production?

It has the later check mark and stainless molding on the bottom of the fin. It has back-up lights, dual radio antennas, automatic transmission, power steering, silver mylar on the top portion of the door panels, push button radio, never had any seat belts, and the firewall is Snowcap White.

This Golden Hawk is the most original of any Golden Hawk I've ever seen. No rust anywhere! The car is undercoated, seats are original and the dash and dash pad are perfect.

This is the fourth G.H. I have had in the last three years. I just wanted to let you know what happened to all of them.  
6032259 Tangerine/Snowcap, sold to Larry Wallick in Blue Grass, Iowa.  
6033206 solid Black, sold to Ed Means in Liberal, Kansas (He also has 2 other GHs).  
6032104 Sunglow Gold, I still have this one.  
6800100 Ceramic Green/Snowcap White, I just purchased.

At this time, I have a lot of Golden Hawk parts that I might decide to sell at a later date. I still have the 2 X 4 carburetor, air cleaner, and intake set up I told you about previously.

I am interested at this time to sell the other 1956 Golden Hawk, serial number 6033104, Sunglow Gold that is in primer. It is a south Texas car. It has all the chrome, GH engine (K1890) with a 3-speed overdrive. Price I'm asking is \$3500.

I have really enjoyed the G.H. Authenticity Guide I receive from you. I would really appreciate any info or questions you might have regarding the GH I just purchased.

**DALE MEESE**                      **SALISBURY PENNSYLVANIA**  
June 20, 1997

My car was originally purchased form Kramer Motors in Canton, Ohio. We bought it from the second owner in 1974. The color is Mocha and Doeskin. It is all original and has never been driven in the snow. We just put up a heated garage,

The original owner worked for General Tire Co., and he was also a Packard man. He replaced the tires with General tires and the original tires are still on the car.

We put approximately 3000 miles on the car around 29,000 original miles. We cannot find the engine number but you should have that from a previous letter we had sent you.

**GARY WILLOUGHBY**                      **PARIS TENNESSEE**  
July 9, 1997

It was a real disappointment to miss you and Anita at the South Bend International meet.

We were not able to get away until Thursday and subsequently missed the concourse as well as your dinner. I drove through South Bend Monday, on a truck trip and left a note on the meet information board for you, which hopefully you received.

Otherwise, the trip was a real pleasure. We found Bill Ladroga's Hawk in the paddock Friday night (missed the banquet, also) and got some nice pictures. If Bill didn't get a 1st place those judges were blind. Also saw a gold and white 56J with twin antennas on the trunk. Whose was that?

We also missed seeing Philippe Hans and his Swiss Hawk. As his number and ours are so close (6033057 & 6033325 respectively) it would have been somewhat of a reunion of stable mates.

Some other registered members were around and everyone was kind in their comments. I mostly remember discussing the difference in paint schemes. Bill's was done in tri-level, I believe, while ours was in the original style, with the other 56J in gold and white, but reversed color placement from ours.

My "Ginny Hawk" made the trip with only minor problems -- a little hesitant starting on occasion, and one of the horns got a bad ground just at the start of the parade.

Hope you were in the parade somewhere. What great fun! Countless Studebakers rolling 2 abreast through the town of their origin and out to the proving grounds. We gave an English couple (owners of a Power Hawk) a ride and they were delighted as well as delightful. We only got one lap around the track, after much waiting, but got to do the last curve at slightly over the announced speed limit by hanging back a bit. Who could drive a 56J slowly around that banking? It would be blasphemy!

Congratulations on your Golden Quill Award. It is well deserved.

**RICHARD QUINN** MOKENA ILLINOIS  
July 17, 1997

I am enclosing a few items for possible use in your newsletter. First a letter I received from ASC member Herb Read (1453 Tremont Rd., Chesterton, In 46304). Paragraph #2 may be of some interest in that it attests to Studebaker's willingness to accommodate customers who wanted to special order their cars.

Incidentally, he still has a '56J with a continental kit, but sorry to say it is in a pretty sorry state due to poor storage conditions. Also, I was able to locate the Bill Bowell he mentions. He came to our June meet from Minneapolis where he now has a large fleet of party boats. A portion of Herb's letter follows:

*I had written a letter to Studebaker seeking technical information on the 1931 Studebakers. Bill Bowell, who then worked for Studebaker, answered my letter with the information. I was also planning to buy a new 1956 Golden Hawk but wanted it without fins and side trim. Bill invited me to the South Bend factory to discuss how this could be done.*

*Over a very pleasant lunch (courtesy of Studebaker) he assured me that the fins and trim could be omitted, but that a supervisor would have to accompany the car as it proceeded down the final assembly line to intercept normal procedure.*

*One problem was that the trim holes in the front fenders were now part of the fender die. The holes would have to be plugged with weld and the supervisor would have to prevent the assembly line workers from picking up a drill and making the holes again.*

*Of course this would be extra cost for me, but I was pleased by the willingness of*

*Studebaker to make the effort (the friendliest factory!)*

*As it happened, 1956 was the year we started our family and I had to postpone the purchase of a new Studebaker until December of 1963.*

The second item is a photocopy of the TRUE magazine giveaway. The original is on heavy cardboard and is larger than the enclosure, 13-3/4 x 10-1/2 to be exact.



FROM RICHARD QUINN

**GARY W. CAPWELL** SALEM OREGON  
August 23, 1997

Well, another busy summer has blasted through and all that remains is our annual Brooks show and shine to take the old '56J to!! As usual I'm way behind in my writing so I'll try to do my summer in a nut shell.

I completed my interior saving as much of the original parts as I could, at the beginning of summer. This leaves just the headliner and paint to complete car #6030061, body #96, for show and go.

We attended many Stude functions and noticed an increased tendency in our Ultramatic to seemingly not fully engage when first starting out after parking. After procrastinating for a few months, I finally got up the nerve to drop its pan and valve body (this with a multitude of misgivings) and dismantle, clean, and reassemble it. The Shop Manual said this was possible, but I had my doubts. I found nothing stuck or plugged, but polished some valves that were visually tarnished - the worst being inside the throttle valve assy. I decided not to proceed to the governors until I was sure the valve body still functioned. Well to my surprise the initial problem was solved, but I still have a slight problem with the high speed governor that I'll fix this winter. After removing the pan three times the gasket has developed a slight drip so it's time for a new one!!! I also installed its 3:07 rear end replacing the tired 3:31's someone had transplanted into it years before.

Brent Hagen and a few other 56J owners have asked me numerous times about Ultramatics puking (or belching) fluid when cold unless kept one quart low on fluid. Lately I realized that this would happen if one or both pump check valves were not seating. These are sheet metal valves in the valve body base (one of mine was slightly

flattened, when I rebuilt my trans I bent it to match the other valve) If one of these valves loses its seal the pump would drain into the pan causing an over full situation. Also, the pump would whine excessively upon starting until the air was expelled. My trans does not have this problem.

I entered my car in the Pacific Can-Am SDC zone meet this month just to get some idea where I stand, to start showing our 56J at SDC meets. Now, you must understand, our car is primer spotted over it's original Mocha/Doeskin paint and is not what I would call a show car. We drove from Salem, Oregon to Mt. Vernon, Washington at high speeds to get there at 10:05 (the judging had already started, but they allowed us to enter anyway). Our radiator is actually for a Stude powered Hawk and is leaky with no overflow tube (so much for it's pretty engine!)

My thirteen year old son ran it through the judging, as I had become engrossed in a bunch of goodies at the swap meet. Anyway I about fell over when the copy of its judge sheet arrived at home the other day. The old bird had scored 351 points the way she sits, she lost no points in the authenticity section. That's our Golden One, always amazing everyone, including us!!!! Maybe the judges were partial to Golden Hawks, especially since only ours and a '58 were there. The trip was seemingly a breeze for the old bird, about 600 miles round trip, with numerous side trips, but no problems. She seemed to enjoy stretching her legs!!!

**BILL LADROGA** **SO. DENNIS MASS**  
30 August 1997

It was good to see you and Anita in South Bend, even if for just a little while. It was quite a show, with many very excellent 56Js. I was very proud to have taken a first place. There were a couple of other 56Js that were far better than mine. I took 388 out of 400 points. I had trouble understanding some of the deductions, like two points off for the condition of the paint! Oh well, like they say, "You can't fight city hall!" Overall, the meet was a good one. Rumor has it that we may have the 2001 International meet in Massachusetts.

We drove the Hawk 2,100 miles back and forth, got 21 mpg and used a 1/2 quart of oil! The only problem we had was on the way to Akron to meet my son. Someone in the opposite lane ran over a piece of metal and it kicked up in my lane and I hit it with my left rear tire. It put a six-inch gash in the sidewall of a new wide whitewall radial tire and I had to junk it. Fortunately, we were only a 1/4 mile from our motel and another 1/4 mile from an NTB store, where I bought an emergency spare.

## **VOGEL ELECTRIC Since 1945**

HELLO, ANTIQUE CAR COLLECTORS

We are a small Electrical Repair Shop. We advertise by word of mouth and letters. We specialize in antique auto electric generator, starter, seat motor, window motor, fan motor, wiper motor, (not gear head) repairs etc. We have helped many Antique car collectors with electrical problems on their cars. We are glad to quote a price before any repair work begins.

Any electrical advice or information is free of charge -- just give us a call.

P. S. We repair RV generator armatures and fields (Onan, Kohler, Generic.) and any other generator up to 20 k.w..

Thank you,

Bob & Doug Palmbach (owners) e-mail  
Rpalmb4157@aol.com  
2312 P Street  
Bakersfield, CA 93301 805-323-1995

## **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.

253 Don Cox 2809 Lydia Drive  
Broadview Hts, Ohio 44147 216-237-6468

254 Bob Modell 932 Oliver Ave.  
San Diego, Calif. 92109 619-270-2729

255 Bill Newell Box 3326  
Blaine, Washington 98230 360-371-3621

256 Joe Rowell 5391 Tanner Ave.  
Powell River, B.C. V8A 5B4 604-483-3602

257 Jeff Michael Rt 4 Box 4243  
Hermiston, Oregon 97838 541-567-0248

**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** all original, trans leaking. The car is presently in British

Columbia, but still has a Washington title. \$3900 U.S. Bill Newell, Box 3326, Blaine, Wa. 360-371-3621, or 6156 120A St, Surrey, B.C. V3X 2A2 604-572-7685.

**1956 Golden Hawk** serial number 6033104, Sunglow Gold that is in primer, south Texas car, has all the chrome, GH engine (K1890) with a 3-speed overdrive. Price I'm asking is \$3500. Jimmie Facklam, 12300 W. 100th Pl, Lenexa Kansas 66215, Tel: 913-492-4533.

**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.

**56 GOLDEN HAWK PARTS & TURNING WHEELS FOR SALE**, pressure plate #403502 \$50.00, intake manifold #440893 \$35.00, bell housing #465143 \$150.00, sprocket timing gear #440843 \$20.00, sprocket crank shaft #440841 \$20.00, clutch plate #473176 \$40.00, clutch release lever & ball stud #6403546 #35.00, release bearing #465306 \$20.00, timing chain #440842 \$20.00, hood ornament #1312185 \$85.00, 1955 Packard heads #440690 will work on 56 Golden \$45.00 each, Packard V-8 crank shaft \$100.00, and Turning Wheels 1973 to date \$2.00 each or reduced with purchase of over 100 issues. John Raises, 519 Oak Hill Rd, Plattsmouth, Ne 68048 or aat@nfinity.com

**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.

**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

*ALL PROCEEDS 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



#### DECAL-APPLIQUE/TAGS/PATCH

**AIR CLEANER/OIL BATH**, yellow/black \$ 4.00.  
**GENERATOR FIELD TERMINAL TAG**, red \$ 1.50.  
**TACHOMETER SENDING UNIT TAG**, red \$ 3.00.  
**PATCH** 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background. \$3.50



**CLUB ROSTERS** (send SASE)

(Please include SASE for small items).

**Make checks payable to Frank Ambrogio..**

# IN THIS ISSUE

**PIPE-PLUG** ENGINE ITEM LEADS TO MORE INFORMATION ON THE OIL AND VACUUM PUMPS.

**NEW REAR SPRINGS AND RADIAL TIRES** CAN MAKE A GREAT IMPROVEMENT IN THE QUALITY OF YOUR CAR'S RIDE.

**NEW HARLEY DAVIDSON STOP LIGHT SWITCH** WILL WORK ON OUR CARS AND USES SILICONE BRAKE FLUID.

**BUMPER BOLT SHAPE** CAUSES CONTROVERSY AT THE *SDC* INTERNATIONAL MEET.

**AN ADVISORS GROUP** CONSISTING OF MEMBERS WHO CAN OFFER ADVICE ON SPECIFIC SUBJECTS IS PLANNED.

**JIMMIE FACKLAM** HAS PURCHASED A CAR, SUPPOSEDLY ORIGINAL, WHICH CONTRADICTS THE PAINT SCHEME FACTS.

**BOB ALLER** MAY BE ANOTHER SOURCE FOR OBTAINING HELP ON OIL PUMP AND TRANSMISSION PROBLEMS.

**VOGEL ELECTRIC** OFFERS HELP WITH STARTERS, GENERATORS, AND OTHER ELECTRIC MOTOR PROBLEMS.

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

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PLACE  
STAMP  
HERE

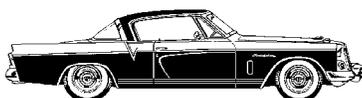
\* FORWARDING AND ADDRESS CORRECTION REQUESTED \*

**MAIL TO:**

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**STUDEBAKER**  
THE CURE FOR THE COMMON CAR