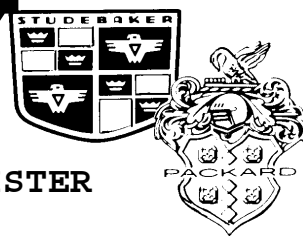


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996 Old Cars Weekly Golden Quill Award Winner

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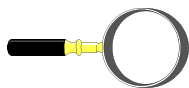
ANOTHER ONE IS LOCATED

A question on the oil pump puts a "special order" 1956 Golden Hawk on our register and solves a forty year old mystery

On June 4th, 1989, I received a letter from Bob Palma of Brownsburg, Indiana. Those of you in the *Studebaker Drivers Club* will recognize Bob as the editor of the *Studebaker Co-operator* column in *Turning Wheels*. He was interested in our *1956 Studebaker Golden Hawk Owners Register (56SGHOR)*.

In 1956, Bob's father was a Packard, Nash, Studebaker dealer in Paris, Illinois and he sold two Golden Hawks that year. Bob thought one of the cars was of special interest. The purchaser, Riley McClain of Metcalfe, Illinois wanted an all leather interior. The car was redone in red leather upholstery before delivery. Portions of Bob's letter follows:

As you know, my dad was a Packard-Nash-Studebaker dealer in 1956 and I have his dealer records from the time they sold two Golden Hawks, and here is the invoice on one of the two - it was very rare even then because:



1. It was a solid color (silver or charcoal, I remember)
2. It had overdrive.
3. It had blackwall tires & wire wheel covers.
4. The owner specified leather upholstery and dad had to pay an out of town trim shop to put the leather in before it was delivered to Mr. McClain.
5. They took a Jaguar in trade.

As it was, the Jaguar didn't sell and they finally had to dump it for \$1,500 wholesale. Dad lost over \$1000 hard money on this deal, but I bet Mr. McClain enjoyed that rare '56 G.H.!

Bob asked me to let him know if the car ever turned up in our group but, I didn't hold out much hope of that happening. I naturally assumed that with only about 300 of the original 4071 Golden Hawks still in existence, the chances of this car being among the survivors were indeed slim.

However, on November 17, 1997, I received a call from George Shirley of Dieterich, Illinois. George had some questions about the oil pump and after that discussion, we began talking about the Golden Hawk club.

George had owned his car about two years, but was not a member of our club. He gave me his serial number and I added him and his car to our register. Later when I checked my records, I discovered that his car's serial number, 6032356, was the same as the one Bob Palma had written about in his letter eight years earlier.

I sent both George and Bob the information. Bob called George and made arrangements for him and his father to meet George, and see the car the following Sunday.

The production orders for all the 1956 Golden Hawks are contained on two microfilm rolls. These records are maintained by Newman & Altman in South Bend. Dennis Lambert was kind enough to allow me complete access to these records. Because of this, I can offer the following information.

Of the 4071 Golden Hawks produced for 1956, only 786 came equipped with the manual 3 speed overdrive transmission. Of those, only 192 included power steering. A further breakdown indicates that George's car is one of only 90 cars factory equipped with manual transmission, power steering, and power brakes.

This Golden Hawk also was one of only 11 to feature the 529060 pinion and 4:09 rear axle ratio. Los Angeles serial number 6800467, was the only other 1956 Golden Hawk produced with the 4:09 rear axle and the manual transmission, power steering, power brake configuration.

I really enjoyed putting Bob and George in touch with each other. It is one of the things that makes this whole effort such a pleasure for me. I hope you enjoy reading

about adventures of this type and perhaps there will be more such events in the future. Below is a note from George:

Calling for oil pump parts has been great. Not only oil pump but all the other things that started happening is unbelievable but great! The people who I have talked to have been so helpful, Bob Aller, Bob Palma & his dad, and the people at Packards International. It is nice to know that in today's society, people still have time to help others.

Frank, I would be willing to help others restore or work on their Studebakers if they need help. We live in central Illinois and have a trailer. We could pick up and deliver cars for Studebaker fans if we work on them, or just need someone to take their car home if they purchased one and cannot drive it yet.

Here's is Bob's story.

Hi, Frank,

December 4 1997

MANY MANY THANKS for your having put us all together. I waited to answer you until I had some pictures to send along, and they are enclosed. We finally went over to see the car on Tuesday, December 2, 1997, 41 years and 9 months after Palma-Rhoads Motors delivered it new! All of us were most excited. Another local club member, Dave Elmore, went along just to see the car and savor its rarity.



Yes, the car is rusty but not terminal. It is very much worth restoring and it looks like George intends to do just that. At least he has it indoors in a nice shop and if he ever gets tired of it, he has promised to call us (Dad or me) first.

The car is in remarkable and unusually original condition considering our climate and the fact that it seems to have been here all along. The wire caps are long gone. There is a set of the deluxe (fin-style) 1957 Golden Hawk wheel covers that came with it (not wires).

Also, we solved the mystery of the no-longer-leather interior. The bottom line is that someone simply robbed the leather seats and replaced the seats with those from what appears to be the red vinyl interior from another 1956 Hawk. However, the seats themselves (outside of the upholstery) are in good enough shape that they could be redone in leather and everything would be "as advertised."

Other than the 'caps and leather, the car is unbelievably original. It has the original ENGINE (K-1406), transmission, and rear end. It has its original (1956) hood,

tachometer, etc., and is still COLUMN SHIFT; no one has hacked in a floor shift at any time! Further, it didn't dawn on me until we got there that the car was ordered and sold without a radio AND THE CAR STILL HAS the BLANK-OUT PLATE AND NO RADIO!! Yep, check the sales sheet and the photos, no radio and there's never been a hole cut for an antenna. Really unbelievable!

I took pictures of the serial number plate (number IS correct) but they were washed out (overexposed). However, the body tag photo came out fine, as you can see...and, of course, it is the correct number. I rolled under it and wiped off the differential tag and sure enough, 4.09:1!

It still has the oil bath air cleaner. It was in the trunk while George was working on the engine.

You know, Frank, it would be really neat to discover a 56J overdrive car in this shape and originality even without Dad's dealership having sold it new. What a double treat to have it come from Palma-Rhoads Motors too.

I enclose additional documents to illustrate their money loss when this car was sold new. It looks like they "only" lost \$670 in 1956 money (OUCH OUCH OUCH) but consider: I don't have the other dealer records that would indicate how much money they spent RECONDITIONING each of those three used cars. Surely they ran both the '51 Champion and the Jaguar through clean-up, and maybe even paid the lot boy to wash the '47 Land Cruiser traded in on the '51 Champion. Plus who knows how much money they spent on gas, oil, repairs such as a couple tires or brakes or exhaust... etc. etc. etc.

So with the reconditioning expenses for THREE used cars added to their up-front \$670 loss, I'm sure Dad's memory that they lost \$1,000 on this car is probably right. The price others paid that we might have interesting collector cars to talk about, eh? And this was back when they would gladly order and sell any new car for \$100 over invoice. What a hit this 56J represented to a small-town dealer.

Although it's been repainted black, it appears to have been repainted only one time and they didn't do a very thorough job. Under the moldings and under the hood is still Cambridge Grey. Wherever there is a paint chip, the Cambridge Grey appears underneath. So the original paint wasn't scuffed up very much or otherwise removed before the change to black.

Now since you did such an excellent job locating the overdrive 56J they sold, how about finding the OTHER one, the Ultramatic 56J? It is serial #6031286, as you can see on the other enclosed Car Invoice. Take a

look. It was pretty rare in its own right. Sure, it had the common Ultramatic, how many Ultramatic cars had BOTH tachometer and vacuum gauge?

You might kinda speed up your locating the Ultramatic car, Frank...after all, my Dad is eighty years old and if it takes another eight years....

But the Palmas tend to live a long time; my Dad has an older brother, my Uncle Joe, who lives alone in excellent health at, I think, 89 years of age. My cousin George Krem's mother, Dad's older sister Louise, is also in her upper eighties. She lives alone in her own home and still gives piano lessons to (really) about 40 students per week! So, genetically, you do have a little time to locate the second 56J. I knew you'd be relieved.

Thanks again, Frank. You are right on the money; this is what this hobby and SDC is all about.

As stated earlier, George has owned his car for about two years. Had he registered it with us immediately, we could have told this story back then. This is not meant to criticize George, but merely to point out the importance of locating as many cars as we can.

Well, how about it members, can we cut the search time down a few years and find serial number 6031286?

ULTRAMATIC CONSULTANTS

The following information comes from The Caribbean Courier, newsletter of The Florida Packard Club, Tom Kaiser - Editor:

Ed Miller advises that there are two people down in Naples, FL, who are willing to consult and/or work on Ultramatic transmissions. Dick Dobson was the trouble shooter for Packard in the 50s and knows Ultramatics like the back of his hand. Tel. 941-731-9164.

Gary Martin retired from Ford, but knows and will work on Ultramatics if you get the parts he needs. Tel. 941-403-7311.

The best source of parts suppliers is Jim Hill's list which is updated annually. It is the best \$5.00 you can spend (other than dues in *The Florida Packard Club*, that is!). Mail your check to him at P.O. Box 547, Goodwell OK 73939. Tell him you read it here, *The Caribbean Courier* (via 56J ONLY.)

Editor's Note: I contacted Dick Dobson. He said he would be happy to answer questions. I did not get to talk to Gary Martin. I also ordered the Packard suppliers list from Jim Hill. I received two packets. One was a list of suppliers with their phone

numbers which contained about 200 entries. The second was a list broken down by section, such as air conditioner, clutch, starter, valves. In each section, was a list of the companies and/or individuals to contact. Many of the companies do not limit themselves to Packard.

SERVICE BULLETIN NO. 317 OCT 1956

ENGINE NUMBERS AND IDENTIFICATION-56J MODEL

Please refer to the front inside cover of the 1956 Shop Manual. At the bottom of the page under "Starting Engine Numbers" the note under 56J should read as follows:

Regardless of where the car is produced, models with overdrive the starting engine number is K-1001; with ultramatic the starting engine number is S-1001.

The engine numbers as now given in the Shop Manual are incorrect.

STARTER MOTOR PINION ADJUSTMENT - 56J MODELS

Please record this article on the Service Bulletin Reference page at the end of the Electrical section of your 1956 Passenger Car Shop Manual.

Whenever the starter motor has been disassembled or the solenoid replaced on a 56J model, check the starter motor pinion clearance. Correct clearance is necessary to obtain switch contact at the proper time in relation to the pinion engagement with the flywheel. Insufficient clearance will prevent the switch from closing properly and result in burned contacts. Too much clearance will cause the pinion to hold in mesh with the flywheel and prevent the switch contacts from opening if the engine fails to start. Improper clearance will also cause excessive wear on the pinion and flywheel teeth.

To check the clearance, use a screw driver and press the solenoid plunger (not the shift fork) inward until the plunger bottoms, then measure the clearance between the end of the pinion and the stop on the armature shaft. It should be 5/64" to 1/8". Adjust, by first removing the link pin and then screwing the link in or out as required.

INTAKE VALVE SPRING RETAINERS - 56J MODELS

Please record this article on the Service Bulletin Reference page at the end of the Engine section of your 1956 Passenger Car Shop Manual.

There have been some reports that the intake valve spring retainers of the 56J engine had broken or were damaged when the



car was driven at extremely high speeds for extended periods. Therefore, a new hardened spring retainer has been released and entered production with Engine No K-1638 on cars equipped with overdrive and with Engine No S-4063 on cars equipped with Ultramatic Transmission.

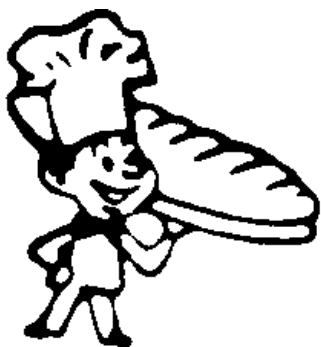
The new Intake Valve Spring Retainer Part No. 6492077 is available at your Parts Depots.

Where inspection reveals that one or more retainers are damaged or broken it is recommended that a complete set of new retainers be installed.

DINNER IN AUSTIN, TEXAS

We will meet for dinner again at the SDC International meet

In the November 1997 issue, I asked if any of our Texas members would be interested in setting up a club dinner at the *Studebaker Drivers Club International Meet* in Austin, Texas. We had such a great time at our dinner in South Bend last year. The response was so great that I wanted to try it again.



Member Ken Berry has answered the call and said he will set it up for us. Date, time and location will be determined and Ken will pass the word along in time for the June issue. If you are planning to go to the meet, I hope your plans will allow you to have dinner with us.

WE'VE MOVED

It took a while to sell our old home, but we did it and moved to our new one a week before Christmas. The garage that seemed so large during construction is already full. I can't understand how I fit so much in the old one which was half the size.

I've updated the roster, so if anyone needs one, it can be obtained by sending a letter size *SASE* to me at my new address.

Please note my new address

Frank Ambrogio
31700 Wekiva River Road
Sorrento, Florida 32776-9233

A TIP ON FRONT SPRINGS

Taken from the *Studeflyer* newsletter of the Middle Tennessee Chapter

Front coil springs on 1960 and later cars have a notch that identifies the lower end of the spring. 1960 and earlier springs don't have the notch, but the upper end is a closer spacing. In both cases, the end of the lower coil should be pointed towards the center line of the car when the spring is installed.

REFINISHING YOUR PRIDE & JOY

by Don Girvan

My car was located stored in the 2nd story of a barn, actually a hay loft. The birds had been using the car for their target for many years, and when I first saw the car, I actually didn't know it had a windshield. It was completely covered with bird droppings. You can imagine what this did to the painted finish.

I realized I would have to sand the paint to get below the cracks, chips, etc., but little did I know it would have to be sanded right down to the bare metal. Oh boy! This is when I asked the professionals, in this case a professional body man working on his own antique car. He had gotten the proper procedure from the DuPont salesman.

First, to be a puritan, I started by hand, using No. 60 Aluminum Oxide paper - especially for metal. Lubri Silibide only seems to work on the paint, however you could start with Lubri and change to Oxide.

As this would take forever, I purchased 2 qts. M-6 paint remover, brushed it liberally on approximately 2 ft. square area, let it work for 15 minutes, then put on another coat, then started scraping with a flexible putty knife. Now there was progress! What remained was primer (in my case, original grey) which means lots of hand sanding to remove.

You are rewarded when you see what is under the paint and primer. You'll see small hairline cracks with rust in them that would no doubt come through eventually.

After doing the trunk, roof, doors and fenders, I found that the B&D "work wheel" does a very nice job with the fiberglass wheel installed. "Flapper wheel" is of no use on this job.

One thing I especially like - the "work wheel" does not harm the metal. Great around delicate areas - you'll like it! Too bad I didn't know about this gadget until almost finished.

What I'm going to use is as follows:

M-6 Paint Remover (\$10.85 qt.) to remove paint.

M-3 Metal Conditioner (\$7.20 - 32 oz.), an acid solution to remove rust & prepare surface.

E 1305 W/ E 1306 Vinyl Wash Primer (\$13.00 qt.), a primer/sealer in preparation for primer.

#30S Hi-Speed Lacquer type Primer, Red or Grey (\$10.65 qt, \$34.30 gal), this is your base primer coat.

DuLux Enamel (\$11.85 qt, \$45.30 gal) - your final finish, although you may wish to use lacquer.

In addition, you need:

T-3940S enamel reducer (\$11.65 gal.).

3608-S lacquer thinner (\$11.10 gal.).

40252 Kwik Stik red finishing putty (\$9.50 can).

93-005 Dulux black (Super) enamel (\$9.50 qt.).

"Metolux" aluminum cold casting metal (powder & liquid, \$15.00 kit). This is the closest to lead work you'll find.

Then, don't forget the "little extras" you'll need:

-- the use of an acetylene outfit off-and-on for weeks.

-- good supply of bronze 1/8" or 3/32" coated rods (about 5 lb @ \$5.50).

-- pieces of black or galvanized sheet iron (heavy gage). Get ends or scraps from a tinsmith for approx 60¢/lb.

-- tin snips, compound aviation and combination at approx \$20 each.

-- portable grinder - a "mini-grinder" is ideal and obsoletes the regular body sander; I use a Hitachi mini-grinder for all my work. Buy a sanding disc as well as a grinding disc. Mine cost \$115, but other models go up to \$200.

-- sanding block and lots of paper, assorted grits. I use Lubri Silibide for initial paint removal, then finish with Silicone Carbide metal paper; approx 30¢/sheet. A good block is the "Canada Sand" or "Carborundum" made of solid rubber which fits the hand and contours you'll experience; approx \$6.

-- Vise-Grip pliers are very handy when brazing or working around your car. Buy the genuine article made by Petersen. 5" and 7" sizes are the handiest, regular and sheet metal types, also the small size clamp type, and the new needle-nose type - approx \$8 each.

Taken for granted is the fact you already have a compressor, body tools, jacks, spray gun, masking tape, caulking, a good assortment of bolts, special fasteners, etc. When everything you touch either breaks or strips, you'll see what I mean.

Don't forget the necessity of a nice warm, comfortable place to work in. This is the difference between enjoyment and drudgery. Lighting is most important - make sure you have plenty. All the paint

supplies listed are DuPont. One word of encouragement to you all - don't waste your hard earned money on cheap tools. Buy the best, and you will wind up with an investment.

Be patient!! Don't expect this to be done overnight. Sure you'll find "everything you touch falls apart", but it can be repaired, and with your personal touch, as good as new. It's better to take your time and end up with something you can feel happy about, knowing you did it the best you could. I know it's an expensive hobby for the ordinary working person, but many other hobbies don't have the same reward at the end of the rainbow that ours does.

Don't lose faith, keeping in mind that most things desirable in this world have a price. In our case, it's money and labor towards something we cherish. Start your restoration right now, order the parts and pieces available to you, and you will find the hours you spend passing quickly and with a sense of accomplishment. The next time we meet you'll be telling me how much better you feel about your project, after putting it off for years.

Should anyone feel desperate enough to contact me, I'll be glad to offer my experiences thus far on the project. I've had the car for 7 years and am just now showing progress. Don Girvan, 273 Shediac Rd., Moncton, N.B. E1A 2S5, (506) 389-2551.

Editor's note; The above article was submitted by Don and was from the MARITIME CHAPTER NEWSLETTER, MARCH 1982. Naturally, many things have changed since this was written, especially the prices. Despite the sixteen year time lapse, I'm sure there are still many useful tips included. It was through my correspondence with Don that I came up with the idea of starting the 1956 Studebaker Golden Hawk Owners Register.

THE MAILBAG

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

(Edited as required.)

RICHARD KAUFMANN TUCSON, ARIZONA
OCTOBER 19, 1997

My 56J looks and is running good. I drive it to work a couple of times a week just to give others a thrill. Lots of gray hairs like me really appreciate anything built before about 1960.

I guess the front oil seal just needed to get used a bit as it stopped leaking completely.



Still baffled by the oil pump. Last letter helped a lot but its still not clear. I sent my pump to Packard for repair. They sent it back and said it's the good one - it's from a Nash or Hudson and those pumps do not have the suction air leaks the Packard/Stude pumps had.

But I am still not clear on the problem. If I had a drawing on just where the problem is I could figure the rest out. From what I gather, the vertical shaft either has no support sleeve or its too short and wears out. When that happens, air will suck down the annulus and get entrained into the oil. Then the lifters will get air and start to rattle, like mine do when the oil gets hot.

If I had a drawing on what a bad one looks like, and what the repair should do, and what a repaired one should look like, I could then figure it out if I got a problem or go into the lifters and replace them with the dodge 318 units. Seems with all of the comments from way back to the first letter we should get it straight once and for all.

Fixing a 56J is not all the job of having one. The research to figure out what needs to be done, and get ideas of how to do it is a lot of fun to me. The 56J ONLY is the only way to go for finding out what is not in the book.

Enclosed are a few dollars to help with your costs. Keep it up.

PAM & DOUG JACKMAN MUSCATINE IOWA
October 24, 1997

It's been a while since I've corresponded, but I assure you that all is fine and the restoration of 6030398 continues. I can't remember when last I sent photos, so have enclosed a couple of recent shots that do show progress is being made. Starting to look like a car again. Wheel well moldings need to be straightened and polished (Pam's job), "check mark" moldings and grill surrounds need to be retrieved from the plater (who has apparently acquired some warped and perverted fascination for the pieces, as he's had them for twenty-two weeks), and a host of minor details also await attention. Mechanically the car is ready, and the interior is to arrive this winter, according to Rene at Phantom Auto Works. Reinstallation of the interior will be the last step, and one that we're looking forward to.

We enjoyed seeing y'all, and the other 56J owners, at the International Meet this past June (has it been that long ago?) and I thought the dinner was a super idea. Hope we do it again at future meets. June '97 had been our goal for completion of our

restoration, but as you know we didn't quite make it. We were just a couple of amenities short (seats and brakes) but other than that

Read with amusement the article concerning bumper bolts. Having been involved with the restoration (and judging) of old cars for over a quarter-century, I certainly agree with your observations. I think it's important to keep an open forum concerning originality issues, and that a sincere effort should be made to preserve the marque in as unadulterated a form as possible, but to offer the features of a single example as typical of all Golden Hawks is absurd.

For example, the discussion concerning the vacuum pipe plug could lead one to speculate that the correct Golden Hawk would have the pipe plug, and that engines (either automatic or overdrive) with a length of rubber hose stoppered with a bolt and hose clamp (clearly not factory engineering) are later replacement engines from Packard automobiles. However, it's quite likely that the factory replacement of the vacuum pipe with a pipe plug was not performed on all Golden Hawk engines, for whatever reason, and that some engines were inserted into the 56J chassis with the tube still in place, to be field-modified at the dealership with the length of rubber hose. I recall some years ago heated arguments among mid-60's Chevrolet owners concerning date-coding of engine components. A car with a build date of 611167, for example, should have no components dated later than 611167. Made sense until someone interviewed some GM retirees who said that during production runs it was not at all unusual to run out of, say, alternators, and that hundreds of cars would be shipped to the dealers without that component. In order to sell the car the dealer would then install an alternator from some other car, leading to all sorts of confusion thirty years later on the fifteenth fairway at Pebble Beach.

And now for something completely different, I've enclosed a sample of the inner fin molding that is being reproduced by Classic Enterprises in Barron, Wisconsin. It's a spot-on reproduction as far as I can see. I bought a pair -- they're a bit pricey at \$125, but then there is only a limited market and I imagine there was a significant tooling cost involved. I remember in past issues of "56J Only" that there was some discussion of substitutes for this piece with none being ideal. I guess it's a question of how badly a person wants to maintain original appearance. By the way, these moldings are long enough to fit the later finned Hawks and must be cut to length for the 56J (which is why I was able to send you a piece).

Switching gears again, can anyone offer advice on the mounting of the windshield washer bag and the spare bottle of solvent? The picture in the Authenticity Guide (thank you again, Frank) explains the solvent bag mounting, but the location of the spare glass bottle of solvent is unclear. And with power steering and power brakes, there's not a lot of empty space on the inner fenders. Any ideas?

Obscure Parts Request:

I need two (2) each of the following parts - - can anyone help?

PN 304181 (liners, door window frame front guide, lllus. No. 2320-42). These are metal channels (covered with black fuzzy stuff) that clip to the leading edge of the door windows, and move up and down with the window in the vent window frame.

PN 303662 (spring, vertical guide, lllus. No. 2324-35). These are the rear window springs. If someone could provide a dimensioned sketch of an original spring, I may be able to find a duplicate at the local hardware store.

BILL LADROGA **SARASOTA FLORIDA**
November 5 1997

I'm still having problems with stoplight switches. I bought a *Standard* SLS-27 while here in Sarasota and it went bad on me in less than a week. I replaced it with another one and it has gone bad too. I don't know or understand what's going wrong. I bought a special socket to install them and I don't think that I'm over-tightening them or distorting them. I'm getting so frustrated that I'm thinking about ways of installing a mechanical switch.

I bought a set of HD rear springs for the Hawk through Steve Cade and had them installed by Doug Graybeal's here in Sarasota. Doug's shop does work for local antique car owners. The five-leaf springs make such a difference over the old flattened four-leaf springs that were on the car. You were right, the car handles better and they really prop up the rear of the car so that it sits beautifully. The springs appear to be recently manufactured and not n.o.s. as I thought they might be. They may not be from *Newman & Altman's* n.o.s. supply but something they had made up. They don't look 42-years old.

I've been attending several shows here in the area. There are Cruisin' nights every second and fourth Saturday night at the *Fifties Diner* on Bahia Vista and every first Saturday at *Mel's Diner* on Bee Ridge. We and Bob Palmer took our Hawks to an antique car show at the *Mote Aquarium* on Longboat Key last weekend. Tom Kaiser is

having an all Packard meet at his house on Sarasota Golf Club Boulevard this Sunday. Bob Palmer and I are being "allowed" to bring our Hawks and show them at Tom's because they have Packard engines! The Florida West Coast Region of the AACA is having a big show in Gulfport at the *J.P. Clymer Park* this Saturday, and there's another show in Englewood on the 15th. If I keep doing this, I'll never get my door panels and headliner out and return them to Rene Harger for rework.

I've had no luck finding a neighborhood garage for the Hawk. At this rate, I'll have it outside at the condo until Spring and have to put it into a storage place for the summer. We advertised in a local newspaper and we've been cruising the neighborhoods asking around. Space is at a real premium in Sarasota. (Editor's Note: In a later conversation, Bill said he located a garage for his car.)

JIMMIE FACKLAM **LENEXA KANSAS**
November 17, 1997

I wanted to let you that the car you advertised for me has been sold. The serial number 6032104 was purchased by Phillip Cobb in New Branfels, Texas.

I now have only left, number 6800100, Ceramic Green/Snowcap White, that I purchased this past summer in San Francisco. The car has been stored since 1966. It is all original with 55,000 miles.

I still am unable to figure out the paint scheme combination as this one should have the original style. It is body number 84, but is painted in the later tri-level scheme. The car has original paint and has never been repainted. If you can come up with some answers, I would sure appreciate the information.

Enclosed are several pictures of the car. I am also including the pictures of an air cleaner I received on a 1956 Golden Hawk that has two Carter AFB carbs. The air cleaner is not a 1955-56 Packard Caribbean, not a Cadillac or a Chrysler. I wondered if you are able to identify it. The hood on the GH will shut with the air cleaner on. Any information on this would be appreciated.

JOE HALL **29 PALMS CALIFORNIA**
December 5 & 22, 1997

Hello there. It's been quite a while since we've communicated, about last January when I was still in Japan. Well I'm back now, living in the California desert, probably until I finish my time in the Marine Corps (27-1/2 years down, 2-1/2 to go). Nice to settle down in one place.

Thought I'd better catch up with you and get back on your mailing list for the 56J newsletter you put out, and order a copy of

the 56J Body/Chassis catalog you advertised in *Turning Wheels*.

It looks like my beloved 56J (6032304) will be coming home next month, finally. This time to stay. It's had a good home these last few years with a friend of mine whom I sold it to because he had a place to keep it. He's taken excellent care of it. Kept it garaged and drove it less than 5,000 miles. My heart leaped with joy when I finally saw it again about six weeks ago. My new wife (Japanese) says it's the prettiest Studebaker she's ever seen.

I'll probably get to finish the car to my standards next year: new motor mounts, balance the drive shaft, steering vibration dampner, an AC that came out of a GT Hawk. Also new seat covers since they are now available from *Phantom* in Tennessee. Maybe some new and correct carpet also. Oh yes, radial tires, since my friend put wide white wall polys on it. Other than those few things, drive and enjoy! Hopefully be able to go to many Studebaker functions (I already do, but with my GT Hawk.)

I'm going to put air conditioning in it. Don't know how yet, but I will. Only problem I see is how to mount the compressor on the engine, not much room. Has anyone else done this yet? I saw an L.A. plant 56J that obviously had AC at one time, but it had been long since removed so I know it can be done. I'm open to advice or details from anyone who has information.

Please put me back on the mailing list. Joseph Hall, P.O. Box 1127, 29 Palms CA 92277, 760-361-4009.

Thanks for the catalog. What a piece of work! I can only imagine the hours it must have taken to put it together. I know it will be handy for me. The *Authenticity Guide* is also excellent. Another monumental project, obviously. It is superb reference material for all 56J owners.

About all I could comment on with the *Authenticity Guide* is that the parts car I had in California, #6033268, came with gold "Golden Hawk" script on the trunk, had V-8 emblems on the front fenders, and had the inside front and rear window moldings painted red to match the interior. They appeared, from the back side, to not be stainless steel but more like the metal used in my 1962 GT hawk.

Number 6032304, with Sky Blue and Regal Blue interior (blue and white outside) has matching Sky Blue headliner and visors. The plastic bows that hold the headliner in place are also Sky Blue.

Having owned a total of six 1956Js, and restored two of them, I may be able to answer other owners questions in various areas. Items such as power train, suspension, performance and safety upgrades for example. I put a rear sway bar from an early 70s Chrysler product under my 1962 GT about 100,000 miles ago. Works great, minimum hassle to install, total cost less than \$50. I intend to put one on my wife's 1963 GT Hawk and the 56J as well. Perhaps I'll write a letter with specifics and details after it is completed on the 56J.

Meanwhile if anyone has any advice on installing an air conditioner, I'm all ears. It's a great thing that you are doing for 56J owners, Frank. Any way I can help, just let me know.

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.

258 Gregory Robinson 938 Blue Creek Road
Courtand, New York 13045 607-756-7316

259 George Shirley RR 2 Box 247
Dieterich, Illinois 62424 217-739-2452

260 Ray Dearth P.O. Box 2415
East Liverpool, Ohio 330-386-4169

261 Dale A. Gittings 4806 River Bluff Ct.
Loves Park, IL 61111-5836 815-877-1115

262 Ronald Johnson 2625 Skokie Drive
Rockford, Illinois 61108 815-397-3601

263 Edmund L. Smeltz 1001 Rt 15 South
Lewsiburg, Pa 17837 717-524-0310

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.

56J ADVISORS GROUP

The following have offered to serve as points of contact if you need help with your car. Include a SASE when writing. I would also appreciate knowing the outcome of any discussions which I would then pass along in future issues.



Joseph Hall, P.O. Box 1127, 29 Palms CA 92277, 760-361-4009. Performance, power train, suspension, safety upgrades.

George Shirley, RR 2 Box 247, Dieterich, Illinois 62424 217-739-2452. Car hauling (local?), general repairs, other services.

Dick Dobson (member of *The Florida Packard Club*) Naples, Florida, 941-731-9164. Ultramatic advice.

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 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 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 Hawks \$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

2 Packard/Golden Hawk 352" V-8 engines. One runs, other complete and turns freely. 3 speed w/O.D. & bellhousing and flywheel fitted to running engine. \$446.87 for all. Will partial trade for good running Studebaker V-8 any size, 1955 and up. Bill Hahn, 543 Daytona Ave, Holly Hill FL 32117, 904-255-6093 after 5pm.

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.

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, 352-472-9369, For parts orders only 800-532-1236.

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.

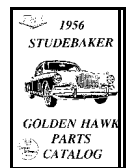
Wanted: 1956 Golden Hawk in good condition with original engine and 3 speed overdrive transmission. Tom Aylward, 3722 Shady Lane, Sandusky Ohio 44870, 419-627-2904.

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. \$15.00



STEERING WHEEL COVER

Black on white background. Slides over the top of the 17" steering wheel, washable. \$15.00.



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)

(Prices include postage, except please include SASE for small items).

Make checks payable to Frank Ambrogio.

IN THIS ISSUE

GEORGE SHIRLEY OWNS THE 1956 GOLDEN HAWK SOLD NEW BY THE FATHER OF STUDEBAKER CO-OPERATOR EDITOR, BOB PALMA.

TOM KAISER OF THE FLORIDA PACKARD CLUB HAS SOME INFORMATION ON PACKARD PARTS SUPPLIERS AND ON GETTING HELP FOR YOUR ULTRAMATIC.

DON GIRVAN HAS SOME (OLD) TIPS ON REFINISHING YOUR CAR.

RICHARD KAUFMANN NEEDS A DRAWING OF THE OIL PUMP.

DOUG JACKMAN NEEDS A COUPLE OF ITEMS TO HELP COMPLETE HIS RESTORATION.


BILL LADROGA HAS BEEN EXPERIENCING STOP LIGHT SWITCH FAILURES EVEN THOUGH HE IS NOT USING SILICONE BRAKE FLUID.

JIMMIE FACKLAM NEEDS HELP IDENTIFYING THE AIR CLEANERS ON A 1956 GOLDEN HAWK ENGINE WITH TWO FOUR BARREL CARBURETORS.

JOE HALL WANTS INFORMATION ON PUTTING AIR CONDITIONING IN HIS CAR.

THE 56J ADVISORS GROUP HAS ITS FIRST TWO VOLUNTEERS.

1956



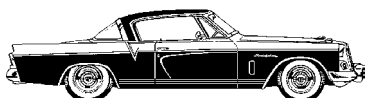
FRANK J. AMBROGIO
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233

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OWNERS REGISTER

* FORWARDING AND ADDRESS CORRECTION REQUESTED *

MAIL TO:



STUDEBAKER
THE CURE FOR THE COMMON CAR