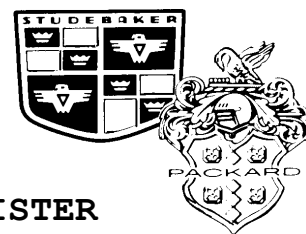


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996, 1997 Old Cars Weekly Golden Quill Award Winner

NUMBER 030

ESTABLISHED JANUARY 1, 1989

JUNE 1998

FRONT COIL SPRINGS

Kansas manufacturer supplies front coil springs no longer available from most Studebaker vendors

Dennis Lambert of *Newman & Altman* told me, at our Florida State Meet last October, that he had no more heavy duty front coil springs for the 1956 Golden Hawk. Springs for other models are still available.

A further check with Stephen Cade of *Stephen Allen's Auto* in February resulted in the same conclusion. Virtually all of the major Studebaker vendors obtain parts from *Newman & Altman* at a discount and then sell them to us, generally at the *Newman & Altman* price.

Stephen was able to obtain the heavy duty rear springs from *Newman & Altman*, so I had to search elsewhere for the front springs.

An ad in *Old Cars Weekly* for suspension coil springs caught my eye. Their claim was to have springs available for all makes and models from 1934 to 1997.

I called the number and spoke to someone named Dave. I gave him the part number and he began to look through several sources. He told me he would be able to supply them as soon as he located the number I had given him.

"Hold on", he stated as he checked yet another source. "There it is", he said "we can ship them next Thursday and you should have them two weeks from today." They actually arrived in about nine days.

I've put them on the car and everything seems to be working fine. Several people told me that putting heavy duty springs on the front would result in a much stiffer ride. I have not noticed any significant increase in stiffness.

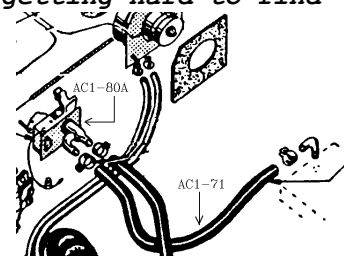
The name and address of the company is *Coil Spring Specialties, 632 W. Bertrand, St. Marys KS 66536, Tel: 913-437-2025*. The part number for the regular spring is 526124 and the number for the heavy duty spring is 526125.

There are other companies which can supply springs for our cars, although I've never dealt with them. One is *Eaton Detroit Spring, 1555 Michigan, Detroit MI 48216, 313-963-3839*. Another which advertises in *Old Cars* is *Valley Spring Works, 340 Industrial Way, Bldg B, Unit G, Dixon CA 95620, 916-678-3944*.

THERMOSTATIC VALVE

Troublesome item is getting hard to find

When I purchased my first 1956 Golden Hawk in late 1983, the heater thermostatic Valve (AC1-80A) would leak whenever I slid the heater control lever to ON.



The leak would stop when I turned the control lever to OFF. I replaced that valve, but just this past March, the one on my second car began leaking profusely. Sliding the control lever back and forth did nothing to stop the leak. When this valve fails, besides leaking down the firewall, it leaks inside the car onto the floor. In the case of the first car, there was no carpet on the floor. Clean up was a simple task. The second instance was another matter and the carpet got a thorough soaking.

I spoke with Stephen Cade of *Stephen Allen's Auto* in Gainesville, Florida. He informed me that this valve is in short supply and he did not have one. Luckily, one of our local *Orlando Area Chapter* members had one which he sold to me for \$25.00. The part number is 532880.

A check of my records indicates that this valve must have been in short supply in 1984 also. The part number for the valve I received back then was 530100. My guess is that this is a pre 1956 valve since it was

not in my body parts catalog. I had to drill new mounting holes in the flange on each side.

When you replace this valve, you may want to replace the hoses also. One of the hoses goes from the back of the engine to the valve. This hose, at least on my car, made a 90° bend as it attached to the the valve fitting.

Identified as AC1-71, part number 526382x18, this same part number describes the hose from the front of the engine at the water pump manifold. The parts manual description reads, HOSE, engine to defroster tee 5/8" I.D. x 24". This is actually the hose at the front of the engine. I couldn't find a description for the rear hose from the engine to the thermostatic valve.

I don't know if my hose with the 90° bend was original, however, it looked like it had been on the car forever. It also made a good looking, very neat, connection between the two points. If you replace this hose on your car, you might want to consider using a replacement with the 90° bend.

Use Gates hose number 28468, which is 4" on one leg and 18" on the other. You will have to cut both ends to the correct lengths, about 3" and 14". Gates hose number 28469 or Dayco hose number 80403 will also work. The only difference is that the short side is 8".

TRANSMISSION TIP

Submitted by RICHARD QUINN MOKENA, ILLINOIS

SERVICE CORRECTION FOR OIL LOSS THROUGH BREATHER - ULTRAMATIC TRANSMISSION, 56J MODELS

October 19, 1956 UA-12 1956
THIS CANCELS AND SUPERSEDES HANDBOOK SHEET UA-12 dated March 9, 1956.

In a few instances, there has been some oil loss through the transmission breather in a 56-J Ultramatic transmission. This complaint condition usually occurs when accelerating to high speeds in Low Range Converter, or after downshifting from Direct Drive to Low Range Converter at high speeds.



In all cases, first check the transmission oil level. Be sure that the oil level is not too high. If loss of oil through the breather persists after the oil level is correct, it may be necessary to relocate the breather. Relocating the breather can be accomplished in the following manner:

1. Remove the transmission rear extension housing assembly, and remove the tailshaft from the housing.

2. Locate a point on top of the extension housing 1-1/2" left of the upper right bolt hole in the housing, and 5/16" rearward from the machined face of the housing.
3. From this point, drill a 21/64" hole down through the upper part of the housing. Be careful not to drill into, or damage, the pressed-in aluminum spider. Tap out the hole with a 1/8" pipe tap. Clean the housing thoroughly.
4. Remove the vertical portion of the present transmission breather, and install it into the tapped hole in the rear extension housing.
5. Remove remainder of the old breather from the transmission case, and install a 1/8" pipe plug in the opening.
6. Assemble and reinstall the rear extension housing assembly.

W. F. GEHLE

LUG NUTS AND WHEEL STUDS



(The following tip was obtained from Wheels and Deals, newsletter of the Orange Empire Chapter, Doug Hughes - Editor)

You can replace the lug nuts with the following Dorman part numbers. They are available at most auto parts stores.

Before 1958 Studebaker used left hand thread on the left side of the car and right hand thread on the right side of the car.

- Right hand thread nut - 611-027 1/2" X 20
- Left hand thread nut - 611-026 1/2" X 20

1940 to 1958 Wheel studs use the following:

- Right hand thread 610-092 1/2" X 1 5/16"
- Left hand thread 610-093 1/2" X 1 5/16"

1959 and later Studebakers used the following studs in all positions.

- 610-032 1/2" X 20 X 1 3/8"

Consider installing right hand thread studs and nuts in all positions. It will eliminate confusion when the 16 year old tire expert hits the stud with his air wrench set for right hand operation and breaks off the stud.



(Thanks to Starlight S'coupe, newsletter of the San Diego Chapter, for this item.)

GOLDEN QUILL, TWO



National publication issues award again to 56J ONLY

The April 23, 1998 issue of *Old Cars* announced the *Golden Quill* award winners for 1997. Among the 122 winners out of several hundred submitted, **56J ONLY** was again selected in the National Publications in Black & White category.

This marks the second year in a row that we have been so honored. There were 32 winners in this category which included many fine newsletters. Some examples include those from *Avanti*, *Desoto*, *Dodge Brothers*, *Hudson*, *Tucker*, and *Oldsmobile* to name a few. We're in pretty good company.

Though awards are not a major concern for our club, I have to admit it felt good to see our name among the winners again.

Congratulations, both to those of you who helped by submitting items, and to those of you who had the good sense to read them.

KING PIN CORE CHARGE

New record may have been set for return of core charge

In 1989, I purchased a set of rebuilt king pins from Ed Costell. Ed handles the king pin project for the *Western Lake Erie* chapter of the *Studebaker Drivers Club*. I paid a core charge of \$50.00 in addition to the cost of the king pins, because I didn't have a set to exchange. I didn't want to remove the ones on the car until I had a set to replace them.

Earlier this year, I finally got around to putting on the new king pins. I had retained my receipt for the core exchange charge all these years. In April, I sent the old king pins and the core charge receipt to Ed.

I made a few jokes about how nine years was pretty swift for me and that I didn't usually work so fast. Although I may have not acted so rapidly, I wanted my core charge refund immediately. I even made a comment about calling a lawyer and that I was standing by my mailbox waiting for my check. About 3 weeks later I received my check and the following from Ed:

Please, oh please, don't call a lawyer, Frank! We'll pay up for the king pin cores.

Seriously, we get so few cores returned that I am thrilled when they do arrive. Although I don't recall any being returned nine years later, no policy of time limits has ever been set, so you can stop hanging around the mailbox.

On the subject of king pin condition, yes, your pins should have been changed to prolong the life of the torrington bearing - the one at the bottom of the king pins inside the spindle. Yours were very rusted and pitted.

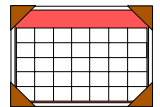
P.S. Sorry, we won't be going to Austin (for the SDC Meet). You and Anita have fun, though, and keep recycling.

Ed and I had a little bit of fun with the king pin adventure. That's what makes this hobby such a great one. Besides the fun part, I wanted to point out that perhaps you should check the king pins on your car. If you need to replace them, why not check out the rebuilt ones offered by Ed through the *Western Lake Erie Chapter*?

You can contact Ed at 5831 Balfour Road, Sylvania OH 43560, Tel 419-882-1147. Tell him Frank (the speedy nine year man) sent you, and make sure you check out his (new?) policy on core charge refunds.

OLD CARS CALENDAR

Photo quality dooms 56J



About a year ago, *Old Cars Weekly News & Marketplace* requested color slides of cars to be considered for use in their 1998 Calendar. I submitted a color slide of my car. When 1998 rolled around and I didn't hear anything, I assumed that my car didn't make it. I was correct, but there is more to the story.

On May 2nd, I received a calendar, my slide, and a nice letter from calendar editor, James T. Lenzke. A part of his letter follows:

As you may know by now, your collector car was not chosen to appear in Old Cars' 1998 Collectors' Edition Calendar. Your beautiful '56 Studebaker Golden Hawk was among 159 vehicles submitted to us for calendar consideration. In fact, yours made the final cut and would have been used, except that when the slide was blown up (1,000 percent) to calendar size, its clarity began to break down and the photo dot pattern became too obvious. At this time, with so many outstanding cars to choose from, we have decided to carry over the best of those not used for the 1998 Calendar to be considered for use in the 1999 version.

We now know that the picture you sent will not work for us, but would like to know if you happen to have a larger transparency of the Hawk? If so, it might blow up better than the one you already submitted. Frank, we love the car and the shot with the fountain in the background and truly wish that we could use it. If you

have another shot of it as mentioned above, please send it now.

I submitted a larger transparency of the same photo. I'll let you know the results.

TOWER PAINT

Spray cans in your car's color are available from Wisconsin company

Custom spray paint cans of Dupont paint can be ordered in the color(s) of your car through Tower Paint. The price is \$12.95 for a 16 oz. spray can. If you order 6 or more, the price is \$9.95 each.

If they don't have your color, they will do a color match for \$12.95. Of course they didn't have Mocha or Doeskin, so I had to pay the premium. Those of you who need these colors can save on the extra cost now that they have the formula. The shading may be off slightly, as they tried to match the colors to their paint chip sets.

They will also make custom filled spray cans using your paint if you would like. I don't know what the cost is for this process.

I haven't tried the paint yet, so I can't report on the color match. I'll provide an update in a future issue.

For more information, contact Tower Paint, 922 Oregon, P.O. Box 2345, Oshkosh WI 54903-2345, Tel. 920-235-6520.

MOTOR MOUNTS

If there is enough interest, an El Paso, Texas company says it can produce them

I have never dealt with this company so I have no idea of the quality of the product they produce. If anyone in the El Paso area would like to check them out, the address is IFT/USA, 1219 Kessler Dr. No. 16, and the phone number is 915-595-1277.

The price would probably be in the range of \$125.00 to \$200.00 per set of 2. If anyone is interested in purchasing motor mounts in this price range please drop me a note. If enough interest is shown, I'll pursue the venture and get some specifics.

KEN BERRY COVERS TURNING WHEELS

Member is also setting up our dinner at the SDC International meet

Studebaker Drivers Club members had the chance to see Ken and Gail Berry's 1956 Golden Hawk on the front, and inside front, cover of *Turning Wheels*. Ken is arranging our second annual club dinner in Austin during the *SDC International Meet*. He

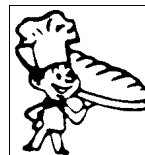
completed the restoration late last year and submits this, third person, account:

Ken Berry is the proud owner of the 56 Golden Hawk that is on the front cover of the may issue of *Turning Wheels*.

He says that the car has won a trophy every time he has shown it and has won the "People's Choice" award every time except one. He lives in Round Rock which is just north of Austin, Texas where this year's SDC meet is being held.

He says that one of the best car meets in the state of Texas is there in Round Rock and they meet every Saturday night. On one particular Saturday, Ken drove his Golden Hawk to the meet and as he was parking the car and while a crowd was gathering around it, Ken says he got out and at that moment three young girls pulled up in another car with the windows down and began yelling "what a beautiful car" and asked what kind of car it was? One said that it was the most beautiful car she has ever seen. Now Ken's about 52 years old and looks as good as 32, so you can imagine how he was feeling with all the guys standing around when one of the girls asked him if he would give her a ride in his car. Ken says that sometimes your timing just isn't always perfect because his wife was standing there also in the crowd. But, one of the girls did say what a lucky man he was to have such a pretty car.

Our club dinner will be Tuesday, June 30 and we will meet at the Hyatt Regency Hotel lobby at 7:00. If you do run late, there will be information there exactly where the dinner will be.



YEAR 2000, NO SWEAT

Controversial computer problem is no match for sophisticated 56SGHOR computer system

By Frank Ambrogio

For several years, I've been reading about the billions of dollars it is going to cost every major business, municipality and our Federal Government. All this fuss simply because the date on the calendar will change from 1999 to 2000.

The problem is mainly one of computer limits and the inability of those software developers to recognize those limits. In an effort to save device storage space, virtually all computer systems use a two digit code to indicate the year. Thus 1998 is shown as simply 98.

This is no problem for computer systems unless the date is used in computations. A person's age would be the result of subtracting his birthdate from the current date. Thus a person born in 1940 would turn

58 sometime in 1998. This is determined by subtracting 1940 from 1998. In the computer format, the math would be to subtract 40 from 98 since the first two digits of the year (19) are not retained in the record.

When the year 2000 rolls around, instead of subtracting 1940 from 2000, the computer will try to subtract 40 from 00 with a result of minus 40. Imagine how this will affect your social security payment.

I learned of this problem in the 1960s when I was a computer programmer working for Uncle Sam. Since data processing was relatively new, most records in the files were only a few years old. I worked on computer systems which carried only one, the last, digit of the year in the record. Thus when 1969 gave way to 1970, we had our own Year 2000 crisis. Everyone was generating little subroutines to, temporarily, handle the problem.

From that point, I programmed any new systems with a two digit year. I thought about using a four digit year because of what would happen in the year 2000. I decided that it wouldn't be a problem because I was going to retire in 1995.

However, when I established the (*tremendously complex*) computer system for the 1956 Studebaker Golden Hawk Owners Register (56SGHOR), I knew I'd be maintaining the membership records well into the next century. I used a four digit year in all the records. Thus we are on solid ground until such time as the year 9999 changes to 10000.

Rest assured, *I will make the adjustment long before that time.*

THE MAILBAG

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

(Edited as required.)

PAUL T. CRUCE OAKLAND, CALIFORNIA
December 8, 1997

Driven by a love for fine writing papers, the quality of antique print and most of all, a love for Packard automobiles, I recently began a new business, The Packard Papers. I offer Packard-themed writing papers designed to look like similar items used in factory correspondence.

The letterheads are identical to the one used in this letter. Hold this paper up to the light to better reveal its feel and quality. The printing will be as you see both in this letterhead and on the

notepaper, that is, it will have that inimitable feel that only an authentic letterpress can provide. The press I am using is over 100 years old. Profits from this business will go toward restoring my 1955 Packard Four Hundred (5587-2951). As an eight year old boy, I thought the 1955 Packards were the most beautiful cars I had ever seen and vowed to own one "when I grew up." My car was built on 25th March, 1955 - one week before my eighth birthday!

Enclosed is a sample. I also offer notecards with the Packard family crest gold-stamped on the cards and envelopes. I hope that you are pleased with the papers and look forward to receiving your order. I will process the order promptly. Paul T. Cruce, *The Packard Papers*, 288 Whitmore St. #211, Oakland CA 94611, Tel 510-655-7398.

BILL LADROGA SARASOTA, FLORIDA
February 3, 1998

I got my copy of the 56J ONLY Newsletter today. What a great story about Bob Palma and George Shirley. It's articles like this that bring so much pleasure to the Newsletter. We just don't read about dry technical "stuff" but get a chance to hear the human interest stories about the marque too.

Thought you'd like to know that I went to the Gulfport, FL, AACA meet in November and took a first place in class, and another first in "Car No Longer in Production." The second award was really a shocker and gave me the most satisfaction. There were some magnificent machines there, especially a beautiful 1954 Kaiser, a cute Rambler and several gorgeous Hudsons. The really big car show (over 800 cars) at Twin Lakes Park in Sarasota on January 25th was canceled because of all the rain we've had lately. Maybe next year?

I'm glad to report that I'm no longer having problems with my stoplight switch. In spite of being careful, it seems that I still over-tightened the Standard SLS-27 switch and slightly distorted it. All I did is back it out slightly and I regained contact. The swayed aluminum housings are quite delicate and should be tightened just enough to prevent leakage of brake fluid.

As your footnote to my last letter reported, I found a neighborhood garage for the Hawk. The elderly lady who is storing it says that it causes quite a sensation in the neighborhood. She leaves her garage open during the daytime and passers-by see it, ring her doorbell, and want to know what it is. (I think that she's secretly enjoying the attention!)

I still have a "glitch" with my Ultramatic. Thanks for the publication of the two repair contacts. The installation of heavy duty rear springs didn't do a



thing for my transmission fluid "hiccup" after start-up and I still lose 4 to 5 ounces of fluid after the car sits for a long time.

I ran into a strange problem with the Hawk. I heard a rattling coming from the front of the engine that sounded like a bad water pump bearing. I had Doug Graybeal here in Sarasota change the water pump and we still heard the noise. We finally diagnosed it as a loose front pulley bolt! The pulley was rattling. Tightening the bolt made the noise go away. Something interesting came to light during the water pump change: the replacement pump I inherited with the car when I bought it was in a new old stock box, complete with Studebaker-Packard labels and marked \$18.00!. The N.O.S. pump, though, had a black Bakelite impeller. When we took the old pump out, which might have been the original, it had a cast iron impeller. Ever hear of this?

P.S. I was in touch with Dick Dobson about my Ultramatic problems. I'm going to see him in March. He lives in North Fort Meyers, not Naples.

BRENT HAGEN **PORTLAND, OREGON**
February 18 & May 19, 1998

I am enclosing the small 1998 calendar for your collection which features your car.

Regarding Doug Jackman's request for information on part number 303662, rear window spring: At the 1993 *International Studebaker Drivers Club Meet* in Portland, Bob Bourke had a forum on Sunday following the meet.

He gave out a lot of interesting background information. One thing he mentioned was that Studebaker engineers failed to incorporate a strong enough rear window spring in the 56J and other previous hardtops. I definitely concur.

I put NOS springs in mine and I still have to "help" the rear windows to come completely up. I plan to upgrade my springs to stronger ones.

P.S. I asked Bob Bourke if he designed the "check mark" moldings on the 56J, he said "yes."

Congratulations on another *Golden Quill* award. I guess *Old Cars* enjoys reading 56J ONLY as much as we do!

I've enclosed a copy of the *Special Interest Autos* article featuring Art Hettlinger's 56J. Too bad the test comparison with the T-Bird and Corvette used specs from a pre-production car, which

appear to be lower than later test reports I've read.

I enjoyed reading your 1956 *Studebaker Golden Hawk Authenticity Guide*. It will be very helpful for the many of us who do not have original cars. Also enclosed is a color picture of the Nash/Packard engine from an advertisement.

ED MEANS **LIBERAL, KANSAS**
March 28, 1998

I thought I would write a few lines on the progress of my restoration. Almost finished. Just upholstery and some wiring left. Pictures enclosed.

When someone tells you to use "318 MOPAR lifters", beware! Only 1967 lifters will work. 1968 and up will hold valves open. I took the engine apart three times before I figured that out.

RON JOHNSON **ROCKFORD, ILLINOIS**
April 12, 1998

Sorry about the delay in responding to your membership registration form. The car is in storage and I'm doing other stuff (*Note: Ron listed a ton of projects which he is working on and it was easy to see why some paperwork might get set aside*).

I've recently parked the 56 and am driving the 61 Corvette, but someday the Pack will be back. Needs some attention but is still stunning at a glance.

It's hard to believe that the 64 GTO gets credit for being the 1st muscle car (big engine in a mid size car) and the 64 Ford Mustang as the 1st family sports car. The 53/56 coupe/hardtop/Hawks were around for 10 years before these machines. I've often wondered how many Hawks would have been sold if they said Chevrolet on the fender.

Anyhow, thanks for the back issues of 56J ONLY. Maybe I'll get back into the swing again. Remember, "you can't judge a South Bender by the rust on the fender."

JIMMIE FACKLAM **LENEXA, KANSAS**
May 15, 1998

I wanted to let you know I purchased another 1956 Golden Hawk in Tuscon, Arizona. It has been in Tuscon since its original purchase. The ID# is 6033152, body# 3740, Mocha/Doeskin, automatic, all original paint, etc.

It has the V8 insignias on both sides of front fenders, just in front of the Studebaker name. It has gold name insignia on trunk lid and a plate attached to the body number that says "P-Seats". It has power brakes and windshield washers.

The car has never had a tachometer in it. There is a face plate over the hole. I talked with the original owner and he confirmed there was never one on it. The chrome is perfect, just like new, no pits at all.

The only rust spot is on the rocker panel under the driver's door. It has 75,000 original miles and the engine runs good.

I also still have the Ceramic Green & White 1956 Golden Hawk, I bought in California last summer. It is ID# 6800100 and body# 84.

Another gentleman here in KC, has a 1956 Golden Hawk that you are unaware of. The ID# is 6030751. The car is original, Green & White, overdrive, and in excellent condition. It has power steering, power brakes, power windows, power seats, radio, back-up lights, and wire wheel caps (AC-2425). (NOTE: This serial # was listed in the December, 1973 issue of Turning Wheels as being owned by current member Jim Maxey. The original production order indicates it was P5611 Midnight Black with Ultramatic.)

I have also been trying to get the ID#s of 2 other 1956 Golden Hawks in Baldwin. I have not been able to reach the owner, but will keep trying. He has a lot of Hawks.

The ad you ran last issue, regarding the engine with 3 speed overdrive from Joe Moser is not a 1956 Golden Hawk engine. It is a Studebaker 259 V8 engine.

JOE HALL 29 PALMS, CALIFORNIA
May 20, 1998

We've been enjoying 56J # 6032304 so much since we came home in January. Drove it to two SDC Meets (Los Angeles and Las Vegas) and about 5000 miles total. I then pulled the engine out to "remanufacture" it about a month ago. Thought I'd send a progress letter on my "To-Do" list on the car as well as provide a little info.

I should get the engine back from a shop in Riverside this coming week. Then it will take about a week to reassemble and install it. My goal is to drive it to the La Palma meet in L.A. on Memorial Day weekend. Here is some information for the members.

Engine parts interchange: Piston rings (chrome type is latest technology) are used in many modern V8s with 4" bore, i.e. GM 350 CID 1967-1986. Hydraulic lifters from Chrysler 273, 318, 340,360, 400, and 440 CID engines 1968-1992.

Engine parts availability: Basically there two types of sources, those who take advantage of the uninformed and those who deal in volume with good parts at good prices such as Terrill Machine in Texas

(254-893-2610), Chirco Automotive in Arizona (520-722-1984) and Steve's Studebaker in Napa CA (707-255-8945). Many of the former group buy large inventories from the latter, then mark up the price 100-300% and resell to victims. This should be against the law.

Packard front motor mounts (1955-56) can be modified into 56Js but not vice versa. This is easy to do prior to revulcanizing, but not so easy after, though still possible.

While the engine is out, it's probably a good time to replace the pitman arm shaft seal. Throw away the antiquated setup and use NAPA seal #48181 or any good quality seal measuring (MM) 30X44X9. 1960s Ford truck clutch pressure plate is an exact replacement. 1970-80s Chevy (Corvette) 11" clutch disk fits perfectly. Ford red engine paint is very close to original engine color and is available in good quality at reasonable prices.

Holley carburetor model # 4360, baby 4 barrel 450 CFM provides excellent performance economy and low speed throttle response that is superior to the Carter AFB and WCFB. Remove breather pipe and install a PCV valve to the carb for a much cleaner engine.

If you use a capacitive discharge ignition booster, small unit remotely locatable, it will take the current load off the points and they will last about 40,000 miles till the wear block wears out.

Your stock Packard fuel pump and water pump can be remanufactured at the local NAPA, (at least here in 29 Palms CA).

If you have a vibration at speed (i.e. 65-80), before you balance the drive shaft or rebuild the front end, check for one or more bent wheels. One of mine on the 56J and two on my wife's 1963 GT Hawk were bent. Once replaced, end of vibration.

#526124 front coil springs are simply the best I've run on any Stude Hawk with V8, 56J included. New ones are available in Hemmings Motor News.

Rear shocks from Chevy S-10 pickup truck fit perfectly if you use the upper bushings from your old shocks. Your choice of brand and type are readily available everywhere, i.e. Autozone's "Duralast" brand part number 77371 is a good heavy duty gas charged version for less than \$20 each.

If you have a drafty back seat and smell carbon monoxide in the car at times, and you know your exhaust system is good, check the lower trunk seal, the section just above the bumper. Mine had about 1/16' to 1/8" gap about half way across and caused the above symptoms. It almost drove me nuts before I found the problem. I considered it

top priority as it seemed dangerous and caused headaches.

If your headliner panels are sagging and the plastic bows are cracking, don't worry. Go to a junk yard and get the panels from a 1970-80s Dodge van. get the bows from the same vintage Jeep Cherokee. They are better than the original because they are 1" wide instead of 3/4" like the original which provides very little overlap on the panel edges. Cut both to fit, paint both with original spray paint and install. Simple as that! Note: the hole pattern and angle is identical but the holes themselves are just a wee bit smaller. Or, you can pay through the nose and wait a year or two for the real, reproduced, thing.

Order Dick Datson's Stude tech book advertised in *Turning Wheels*. It's money well spent. It is chock full of good ideas and interchange info, though sometimes inaccurate and/or outdated.

One more thought on the engine: check the vibration dampener, the vulcanizing sometimes lets loose and lets the heavy collar walk back off the hub where it will eat its way through your timing gear cover in no time. You'll hear it rattle a while first. If the rubber is still good, push or press the heavy collar back on and make two weld spots (drops) about 180° apart, as close to the collar as possible but not touching it. This fix has lasted about ten years on my car.

My next project is the air conditioner. I now have everything I need i.e. compressor, condenser, dryer and hoses from an early 80s Mazda RX7. An evaporator, under dash unit, from a late 50s Dodge truck, made by Fridgette, that looks like it belongs on the 56J and a compressor mount bracket from a 1980s Mitsubishi truck now modified to fit the Packard engine (with hood clearance).

I plan to charge it with R134A freon since it's working so good on my wife's GT Hawk.

PAM & DOUG JACKMAN MUSCATINE, IOWA
May 20, 1998

Greetings from the Heartland. As you know from our phone conversation last week, I've dragged another orphan home, and am enclosing the production order from Newman & Altman. I've also enclosed your questionnaire which I've completed as much as possible however, the car did not have the original engine and it had been repainted some 30 years ago, so I'm uncertain concerning the original color scheme.

I found the car in Buda, Illinois (making it a Budabaker?) and this one's really a rolling goat's nest. It's only redeeming

feature (besides, of course, being a 56J) is that many years ago someone equipped it with a '55 Caribbean engine with the two-four barrel carburetors. As you know, I've been looking for a set for some years now, and despaired of ever finding them, and it was only by the strangest coincidences that I found this car.

I had caravanned to the April 30 South Bend swap meet with 56J Only members Don and Carol Brewer of East Moline, IL, and while having dinner with them the first night in South Bend mentioned that I was interested in the Caribbean intake system, for no reason other than I thought it was neat. Don mentioned that he had seen a rather decrepit 56J with the two-fours in tiny Buda, IL, but that some years had passed and he wasn't sure if it was still there. Well, on their way back home from South Bend the Brewers swung through Buda (its city limit signs are back-to-back) and were able to once again locate the car, and to make a long story short, it's now in my shop sitting next to our other 56J, whose restoration is almost complete (didn't I say that six months ago?).

I'm afraid this car is destined to be a parts car. Not only is the original engine gone, but the original 3-speed overdrive transmission and column shift linkage are gone also, having been replaced by a Borg-Warner T-10 4-speed transmission with floor shift. Even the dashboard has been modified for the inclusion of additional (!!) gauges - can you imagine that? Talk about gilding the lily.

At any rate, hope to have 6030398 back on the road this summer - it's been a long hiatus for the old girl. It's hard to believe that after 3-1/2 years of being totally absorbed in this car I've never even ridden in one. Maybe it's fitting that my first ride in a 56J will be in this car.

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.**

264 Michael Schardt 4043 West 175th Place
Torrence CA 90504 310-371-0879

265 Kevin & Debi Carr 2441 Fifeshire
Winter Park FL 32792 407-740-6249

266 Phillip Cobb 5947 I H 35 South
New Braunfels TX 78132 830-609-4114

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.



Gary Capwell, 1008 Alder N.E., Keizer, Oregon, 97303, 503-390-4588. General help.

Dick Dobson (member of The Florida Packard Club) North Ft. Myers, Florida, 941-731-9164. Ultramatic advice.

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.

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.

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.

THE PACKARD PAPERS, for the Packard enthusiast, printed on antique letterpress, Packard Ivory paper with black printing.

The Packard Papers, 288 Whitmore St., #211, Oakland CA 94611, 510-655-7398.

WANTED

I would like 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, 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 (includes Update #1).

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.



NEW UPDATE #1, 56GH PARTS CATALOG, with corrections to errors as reported in prior issues of 56J ONLY (16 pages). FREE.

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 (SASE appreciated on small item orders).

Make checks payable to Frank Ambrogio.

IN THIS ISSUE

HEAVY DUTY FRONT COIL SPRINGS ARE AVAILABLE FROM *COIL SPRING SPECIALTIES*.

THERMOSTATIC VALVE REPLACEMENT MAY BE DIFFICULT TO FIND, BUT THERE IS A GOOD HOSE SUBSTITUTE.

RICHARD QUINN SUBMITS A SERVICE CORRECTION FOR OIL LOSS THROUGH THE BREATHER ON ULTRAMATIC TRANSMISSION EQUIPPED GOLDEN HAWKS.

SDC CHAPTER NEWSLETTERS PROVIDE INFORMATION ON LUG NUTS AND WHEEL STUDS.

MOTOR MOUNTS COULD BE MANUFACTURED BY IFT/USE IN EL PASO, TEXAS IF THE DEMAND IS HIGH ENOUGH TO JUSTIFY THE COST.

DUPONT PAINT, IN SPRAY CANS, IS AVAILABLE FROM TOWER PAINT.

REBUILT KING PINS ARE AVAILABLE THROUGH THE *WESTERN LAKE ERIE* CHAPTER-SDC.


PAUL CRUCE OFFERS PACKARD THEMED WRITING PAPERS.

BRENT HAGEN HAS SOME INFORMATION ON THE SPRINGS FOR THE REAR WINDOWS.

ED MEANS WARNS THAT ONLY 318 CID MOPAR ENGINE LIFTERS FROM 1967 WILL WORK.

JOE HALL SENDS IN A WEALTH OF INFORMATION.

1956



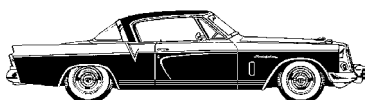
FRANK J. AMBROGIO
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233
U.S.A.

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THE CURE FOR THE COMMON CAR