

1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

CAR INTERIOR QUESTIONNAIRE

DATE _____

SERIAL NUMBER _____

NAME _____

EXTERIOR COLOR, HOOD _____ LOWER BODY _____

INTERIOR TRIM CODE (IF KNOWN) _____

(EX. T 8414 WC 343)

(SHOWN ON YOUR PRODUCTION ORDER)

INTERIOR COLOR (CIRCLE ONE)

CHARCOAL & RED

LIGHT & DARK GREEN

LT & DK ROSE MIST

OTHER _____

LIGHT & DARK BLUE

WHITE & GOLD

WHITE & OLIVE

WHITE & CHARCOAL

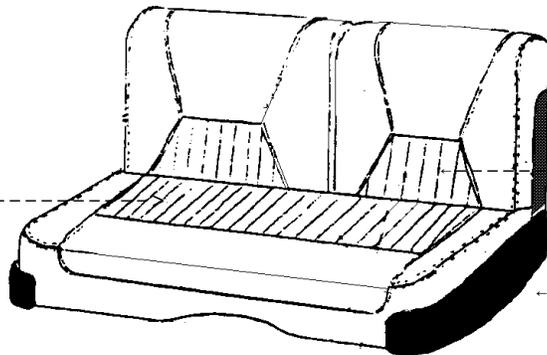
WHITE & RED

WHITE & ROSE MIST

WHITE & TANGERINE

SEAT

SEAT INSERT



UPPER SIDE TRIM PANEL

SEAT INSERT

LOWER SIDE TRIM PANEL

SEAT INSERT COLOR (CIRCLE ONE)

DARK BLUE

DARK GREEN

TANGERINE

RED

OLIVE

CHARCOAL

GOLD

DARK ROSE MIST

OTHER _____

SEAT INSERT FABRIC (CIRCLE ONE)

CLOTH

VINYL

LOWER SIDE TRIM PANEL COLOR (CIRCLE ONE)

OFF WHITE

DARK BLUE

CHARCOAL BLACK

DARK GREEN

DARK ROSE MIST

OTHER _____

UPPER SIDE TRIM PANEL COLOR (CIRCLE ONE)

OFF WHITE

DARK BLUE

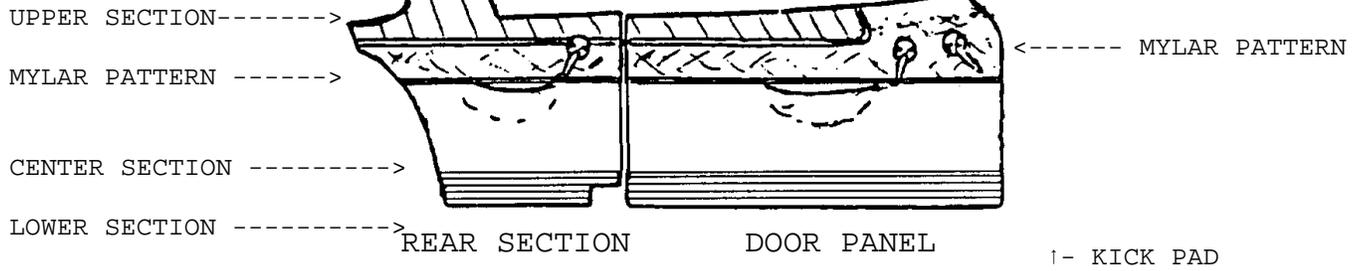
CHARCOAL BLACK

DARK GREEN

LIGHT ROSE MIST

OTHER _____

SIDE PANELS



UPPER/LOWER SECTION COLOR _____

MYLAR COLOR SILVER GOLD OTHER _____

CENTER SECTION COLOR _____

KICK PAD COLOR (CIRCLE ONE)

CHARCOAL BLACK	DARK BLUE	DARK GREEN
DARK ROSE MIST	ROMANY RED	GOLD
OLIVE GREEN DARK	TANGERINE	OTHER _____

REAR SEAT BACK SHELF COLOR (BETWEEN THE SEAT BACK AND THE REAR WINDOW)

BLACK	DARK BLUE	DARK GREEN
DARK ROSE MIST	ROMANY RED	GOLD
DARK OLIVE GREEN	TANGERINE	OTHER _____

DASH BOARD VINYL SAFETY PAD COLOR CHARCOAL BLACK OTHER _____

DASH LINER COLOR (UNDER DASHBOARD, ABOVE CARPET)

CHARCOAL BLACK	DARK BLUE	DARK GREEN
DARK ROSE MIST	OTHER _____	

CARPET COLOR

CHARCOAL BLACK	LIGHT BLUE	DARK GREEN
DARK ROSE MIST	OTHER _____	

AUTOMATIC TRANSMISSION INSPECTION HOLE COVER COLOR (CIRCLE ONE)

BLACK	DARK BLUE	DARK GREEN	ROSE MIST	OTHER _____
-------	-----------	------------	-----------	-------------

HEADLINER & BOWS COLOR (CIRCLE ONE)

CHARCOAL BLACK	LIGHT BLUE	LIGHT GREEN
LIGHT ROSE MIST	WHITE	OTHER _____

SUNVISOR COLOR (CIRCLE ONE)

CHARCOAL	LIGHT BLUE	LIGHT GREEN
LIGHT ROSE MIST	OFF WHITE	OTHER _____

56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996, 1997 Old Cars Weekly Golden Quill Award Winner

NUMBER 031

ESTABLISHED JANUARY 1, 1989

OCTOBER 1998

ANOTHER ONE TURNS UP

56J from December, 1973 Turning Wheels list is on our register

Vince Habel of Columbia PA was keeping a roster of all 1956-58 Golden Hawk owners. A list of those who had registered with him was printed in the December 1973 issue of Turning Wheels. That issue featured the 1956 Golden Hawks. I was always interested in trying to find out what happened to all the 1956 Golden Hawks listed. Although 19 names were listed, only 13 serial or body numbers appeared. A few of the cars have been located and their stories are described below:

6030179 was owned by David H. Walker of Chester, SC. The list showed David as owning 2 cars, but no serial numbers were shown. When David (of Chesnee SC) registered with our group, he stated that he owned his car, 6030179, for 25 years. I assumed that this was one of the two cars. David owns another 1956 Golden Hawk plus the chassis from one more. Perhaps one of these is the other car from the 1973 TW list.

6030751 was owned by James C. Maxey (shown as Marey on the 1973 list). In May 1998, member Jimmie Facklam of Lenexa KS stated that this car is now owned by one Charlie Laningham of Shawnee KS. I haven't heard from Charlie.

6031427 was owned by K. V. Smith of Winston-Salem NC. Kay still owns this car.

6031949 was owned by C. Edwin Lewis of Hagerman NM. Myron McDonald of Aurora MO reported purchasing this car in 1989 or 1990. He restored it, put it in a mall show and sold it immediately to Elmer Johnson of Bozeman MT. Elmer still owns this car.

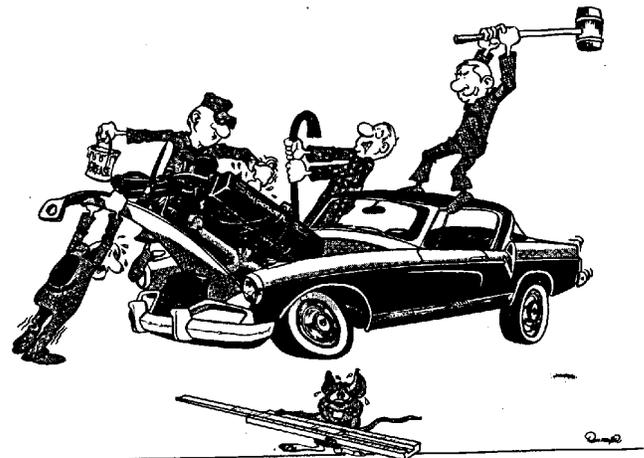
6032691 was owned by Ronald D. Johnson of Rockford IL. Ron still owns this car.

6033090 was owned by James S. Hopper Jr. of Gastonia NC. Member Bob Edwards of Jacksonville FL purchased this car in the middle to late 1970s and is the current owner.

The last two cars are listed out of sequence from the rest because they are interesting stories.

6030754 was owned by Michael M. Elling of Huntsville AL. In 1989 Ron Meyer of Benton AR reported that he had bought the car from Michael in 1978. When Ron joined our group in October 1989, he wrote, "I purchased it from Mike Elling in 1978, trailered it home, put it in the pasture and there it sits today." This would be Ron's only correspondence with me.

Ron is the one who wrote the article in that 12/73 TW issue, "56 Golden: A Beautiful Beast Whose Temperament Matched its Questionable Heritage". He also drew the cartoon showing several mechanics trying to shoehorn the big Skypower 352 V-8 into the Golden Hawk's engine compartment. In late 1993, Ron's newsletter #017 was returned, marked "no longer at this address". He, and the car, simply disappeared. I don't have an SDC Roster for 1990-1991, but he was not listed in the SDC roster for 1992-1993. What is strange is the fact that Ron's name is still listed as a guest writer on page 3 of every issue of *Turning wheels*.



FROM TURNING WHEELS, DECEMBER 1973

MEMBERS DROPPED

Many members seem to have either vanished or lost interest

6031897 was owned by Jimmy Bowman of Abilene TX. I've saved this one for last because it is the most interesting story and is the one suggested by the title of this article.

Someone who identified himself only as Gene, called from Texas in 1992 and said he owned this car. He promised to write with the information, but I never heard from him again. When someone reports a car to me, I enter the serial number information in my computer records. If I don't hear from the owner, or don't get his name, and/or he consequently doesn't join our group, I mark the car's whereabouts as *Unknown*.

In November 1997, Jimmie Facklam of Lenexa KS told me that he sold one of his cars to Phillip Cobb of New Braunfels TX. I wrote to Phillip and he joined our group in February 1998. Later, Phillip wrote that someone named Billy Clark of San Antonio had purchased a 1956 Golden Hawk in March 1998 at a classic car auction in New Braunfels. I wrote to Billy and received a reply from Jack Nordstrom. Jack reported the car's serial number as 6031897.

Billy Clark apparently had sold the car to Billy Wilson who, in turn, sold it to Jack around May 1998. Billy Wilson had indicated, to Jack, that the car had been cosmetically restored by a museum in Texas. The car appears to have been in Texas all this time.

The remaining cars from that December 1973 article have not turned up. Below, I've listed the other names and serial numbers (if they were shown) of the remaining owners from that 1973 article.

Joseph E. Birkel, Pennsylvania,	No serial
R. B. Kapteyn, Illinois,	No serial
Thomas Carter, North Carolins	No serial
Andrew Katrinecz, Pennsylvania	No serial
Harry Schesemuk, Washington	No serial
Stephen M. Davidson, New York	6030764
Nancy & Joe Bacon, Indiana	6031675
Gene P. Searcy, Saskatchewan	6031899
Stephen M. Davidson, New York	6032080
Herbert P. Read, Indiana	6032411
David L. Thomas, Illinois	6032933
Tommy L. Gibilisco, California	6800513

About a year ago, Richard Quinn reported that Herb Reed (Indiana) owned a 1956 Golden Hawk. It is quite possibly the one listed above, 3rd from the bottom. I wrote to Herb but, as so often happens, I never received a reply.

If anyone knows the disposition of any of the cars from the 1973 *Turning Wheels* list, or has any information on Ron Meyer and his car, please drop me a note.

I would also appreciate having the serial number for any 1956 Golden Hawks that you happen to locate.

Over the past year, I have had to drop 37 members who did not respond to my repeated attempts to verify their address and car ownership.

Since there are no yearly dues renewals for our club, I do not hear from many owners for several years. Others have moved and left no forwarding address. I have been sending address verification requests to all owners who haven't been heard from in at least four years.

I make two attempts over a four month period. After that time, I have no choice but to drop them from the register. I have no way of knowing if they are receiving the newsletter. I have listed the members who have been dropped and the last time I heard from them.

LAST NAME	- CITY-STATE
1991 CHARLES L. ADAMS	- REDDING, CALIFORNIA
1989 LANNY BERG	- CALDWELL, IDAHO
1996 TOM BORDERS	- DAYTON, OHIO
1995 DONALD BUCKLAND	- KELOWNA B C
1990 TOM & JOE BULAR	- EIGHTY FOUR PA
1992 KEN FALKENBERRY	- PHOENIX, ARIZONA
1993 ROBERT FITCH	- MALIBU, CALIFORNIA
1993 SHAN GAILEY	- BARTLESVILLE, OKLAHOMA
1997 MIKE D. GARDNER	- BURNSVILLE, MINN
1996 JOHN P. GARIS	- GRANGER, INDIANA
1992 PHIL HAMMOND	- BALTIMORE, MARYLAND
1991 LLOYD A. JAMES	- NEW CANEY, TEXAS
1994 ROBIN LAYCOCK	- CASTLEGAR, B. C.
1993 TONY MACCHIA	- SAN ANTONIO, TEXAS
1993 TOM MANN	- RAVENNA, OHIO
1993 GEORGE B. MARTIN	- ROCK ISLAND, IL
1994 ROBERT METCALF	-RANCHO CORDOVA, CALIF
1991 RON MEYER	- BENTON, ARKANSAS
1993 LAWRENCE MILLER	- GARDEN CITY, KANSAS
1992 ARTHUR H. MOLLISON	- SAN MATED, CA
1991 DONNA MULHOLLAND	- BECKET, MASS
1989 GARY OAKLEY	- LUBBOCK, TEXAS
1993 TERRY PAAP	- CHARLESTON, ILLINOIS
1993 GEORGE B. PETERSEN	- SPRINGDALE, AK
1993 CARL E. SAYRE	- GALT, CALIFORNIA
1993 CLAUDE E. SEVON	- BEND, OREGON
1990 RICK SOLBERG	- ANCHORAGE, ALASKA
1996 LAWRENCE STEWART	- HARTFORD, IOWA
1993 GEORGE STREPKA	- TINLEY PARK, ILLINOIS
1989 JOHN WALLIS	- STOCKTON, CALIFORNIA
1994 ROBERT W. WASHINGTON	- BALLSTON LK, NY
1992 ED & DIANNA WEBB	- CARSON CITY, NEVADA
1993 THOMAS R. WILLHAM	- STRONGSVILLE, OHIO
1993 JOHN W. WILLIAMS	- WILLIAMSPORT, OHIO
1991 GREG WILLIAMSON	- TIJERAS, NEW MEXICO
1992 I. H. WILLIAMSON JR.	- HENDERSON, NC
1994 BRUCE ZORN	- NAPERVILLE ILLINOIS

If you know the whereabouts of anyone on the above list, and know that they still own their car, please ask them to get in touch with me. I will restore them to the roster if they contact me.

SHIFT INDICATOR DIAL

Member can make reproductions of hard to find item

One reason for starting our club was because our cars had so many 56J ONLY items. These items only fit our cars. No other Studebaker has our tail light housings, or our automatic transmission. Another item unique to our cars is the shift indicator dial. This fragile plastic item is used on cars equipped with the Ultramatic transmission.



About two years ago, I mentioned to Dale Rossman of Holton, Michigan that not long after I purchased my car, I touched the shift dial and it fell apart in my hand. He stated that his wife Carole worked at a plastic company and that she could probably make one for me.

This past August, Carole sent me a shift selector indicator dial that she had just reproduced. Using the dial from their car, she made a mold and poured a new dial. The one she sent looks perfect.

Several members have asked about this item in the past, so I wrote to Carole to see if she would be willing to make more of them. Here is her reply:

I'm glad you were happy with the shift indicator. I would be happy to make some more. We know what it's like when you can't get the parts needed for your cars. I would have to charge \$20.00 each to cover the cost of materials. I would need to do them in two pours, which takes more time. If this sounds reasonable, let me know.

I wrote back to Carole and told her that I thought this was a fair price. I have put an ad for her in the *For Sale* section. This item has been in short supply for many years. If you need one, or just want a spare, now is the time.

MORE NEWS ON HEADLINERS

Not all headliners were created equal

Most 1956 Golden Hawk interiors were a combination of White and another contrasting color. That contrasting color was either Charcoal, Gold, Olive, Red, Rose Mist, or Tangerine. All cars with White as one of the interior colors seem to have the white headliner and bows.



Four interior color combinations did not include White as one of the colors. The four exceptions were Light & Dark Blue, Charcoal & Red, Light & Dark Green, and Light & Dark Rose Mist (Taupe).

Cars with these interior color combinations seem to have been equipped with headliners, bows, and sun visors that were matching Light Blue, Light Green, Light Rose, or Charcoal.

One of my cars is the Mocha/Doeskin combination with the Light & Dark Rose Mist interior. This is identified as Trim 8417 RO. This car has the Light Rose Mist headliner, bows, and sun visors.

My second car is the Mocha/Snowcap White combination with the all vinyl White & Rose Mist interior, trim code 8448 WRO. The headliner, bows, and sun visors on this car are white.

Member Terrell Goodspeed displayed his beautiful Mocha/Snowcap White Golden Hawk at the *SDC International Meet* in Austin TX last July. The headliner and bows on his car were Light Rose Mist. Although the exterior on his car was the same as my second Golden Hawk, the headliner and bows matched the color of my first car. The difference between our two Mocha/Snowcap White cars is that his has the Light & Dark Rose Mist interior, while the interior on mine is White & Rose Mist.

Member Joe Hall wrote to me in late July stating that the headliner and bows on his car are Light Blue. Joe's car is Airforce Blue/Snowcap White with the Light Blue & Dark Blue interior trim code 8415 BL. He stated that both the bows and headliner were Light Blue.

Member Luther Jackson's car is Seaside Green/Snowcap White with Light Green & Dark Green interior trim code 8442 GRN. The bows and headliner are Light Green.

Member Bob Edwards owns a Midnight Black car with Charcoal & Red interior trim code 8447 CR Vinyl. Bob told me that the headliner was redone before he bought the car. It is now a black (charcoal), vinyl and there are no bows. I felt that perhaps whoever did the interior followed the color scheme, but simply changed the fabric.

This would make sense. Although I've never seen any information regarding the headliner, a check of the parts manual reveals that all the sun visors were either Off White, Light Blue, Light Green, Light Rose Mist, or Charcoal. It would follow that the last four sun visor colors would match the headliner and bows.

A search of my records revealed that four of our member's cars originally came equipped with the Charcoal & Red interior. I wrote to Dwayne Jacobson, Tom Snyder, Richard Hackerd, and Edmund Smeltz asking them about the interior, headliner and bows on their cars. Three letters arrived about a week later, all on the same day. Here are their responses:

Tom Snyder: My 56, when I bought it in 1970, had black and crimson seats (Charcoal & Red?). From the condition of the vinyl, I am sure it was original. The headliner was faded black. It was in such poor shape and sagged, it had to be the original.

Richard Hackerd: I received your inquiry on the headliner bow colors. Mine looked pretty much original to the car when I took them off the vehicle to do some repairs. The headliner was a flat black color and the bows were a glossy charcoal gray color.

Dwayne Jacobson: The headliner on my car was brush painted white. The bows are a dark grey, almost black plastic. I hope this helps.

I think there is a good chance that the cars with the Charcoal and Red interior, came with a Charcoal headliner, bows, and sun visors.

I have attached an extra page with this newsletter with questions on various parts of your car's interior. I know many of you have interiors that were modified, but perhaps you have some old pictures of your interior which would help. I hope you will fill it out and return it to me as soon as possible. If I get enough information, I'll print the results in the next issue.

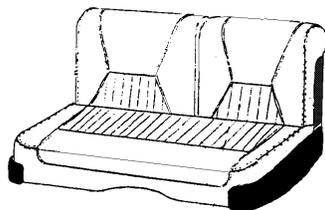
LOWER SEAT PANELS

Members' help is needed to identify colors.

The lower side trim vinyl covered panel located on each side of the front seat came in five colors. Just like the headliner, Off White or Charcoal were probably used on most of the cars. The other three colors were Dark Blue, Dark Green, and Dark Rose Mist.

One of my cars has the Light & Dark Rose Mist interior. The lower side trim panel is Dark Rose Mist. The other car has the White and Rose Mist interior. On this car, the lower side trim panel is White. I would guess that the color on the lower side trim panel might also depend on whether the interior had the cloth inserts or the all vinyl seats.

The question of the panel color was brought up by member Doug Jackman of Muscatine, Iowa. Doug had changed his White & Charcoal (trim code 8414 WC) interior to White & Red (trim code 8445 WRD). He stated that the lower panels were Charcoal Black. He asked if the panels on cars with the White & Red interior were Red or White. The parts catalog only lists the five colors



LOWER SIDE PANEL ___!

described above and Red is not one of them. Therefore, we concluded that the panels should be White.

The attached questionnaire has a section dealing with this. Please fill it out and return it to me as soon as possible.

FAN BLADE ASSEMBLY

CRACKS AND BREAKAGE - 56J MODELS

Service Bulletin addresses problem discussed by Brent Hagen
Service Bulletin No. 316 July 1956

Some fan breakage has been experienced on th 56J models because of cracks developing at the rivets. A new fan, constructed of heavier 15 gauge instead of 14, and with blades held to the hub by 8 rivets instead of 4, has been released. The new Fan Blade Assembly, Part No. 1542138-P entered production with Serial No. 6033140.

If unusual fan vibration or noise is encountered on the 56J models check the condition of the fan blades. If there is any evidence of cracks extending from the rivets, replace the assembly. The Parts Depot will stock only the latest assembly Part No. 1542138-P and will substitute for Part No. 1540160-P.

THE MAILBAG

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

(Edited as required.)



BRENT HAGEN

PORTLAND OREGON

May 25, 1998

I am disassembling my 56J engine to replace the head gaskets. In the process I have been cleaning and repainting parts. After sandblasting the fan blade, I discovered 4 cracks - two on either side. They appear to go from the rivet to the center hole.

I was warned before to check the fan blade by member Bob Paquote of Lebanon OR. He lost his 56J fan blade through the engine hood a few years ago.

CLAES ANTONSSON

GOTHENBURG SWEDEN

July 4, 1998

First of all I want to thank you for the great hospitality you showed me, my wife and my friends during our vacation in Florida in the beginning of February. It was so nice to meet you and the opportunity to see a complete GH and take some

photographs was too great help in my restoring work.

Finally I have done it. "The pile of car parts" that I told you about in my first letter has become a GH. Yes, it's rolling again. It was a great feeling pressing the pedal to the metal and have the experience of a horse kick in the back.



Everything is running smooth except the tachometer. It was not functioning. The sender unit and the tachometer are new and as I see it, NOS. I took the sender unit apart and cleaned the conductor from oxide with fine grade sandpaper. Since then it works intermittent, mostly in the low register. Since I don't know how the tach is operating, there are 3 brushes connected to the harness going to the tachometer, I don't know what to look for. I have the installation description but it says nothing about that. If you have any idea, please tell me.

I've discovered one more GH here in Sweden. It's # 6031269, owned by Rolf Wahlstroem, Prastgardsmossen, S-130 40, Djurhamn, Sweden. He wants to be a member of our party, and I've sent him the first XX issues of your newsletter as I got them from Ali Drimmer when I bought the car.

Rolf's car is complete but needs restoration before he can take it out on the road again. I'll try to encourage him as much as I can.

This letter will be continued.

NOTE: When Claes, wife Bibbi, and friends Arustein & Lena visited last February, he said he would have his car finished by July. He is a man of his word. Good work. After receiving Claes' letter, I wrote to Rolf. So far, I haven't gotten a reply.

JOE HALL 29 PALMS CALIFORNIA

July 22, 1998

Just a few lines to say hello and catch up with fellow 56J owners. Sorry we missed you folks at the dinner in Austin. Maybe next year in South Dakota we can do something bigger and better (and more organized).

We really enjoyed the trip, got comments on the car from folks everywhere (fellow 56J owners can identify, I'm sure). My pregnant wife had a great time, but I don't think we passed up a single rest stop (ha).

We drove over 2,600 miles (going and coming); average speed was 70-75 MPH, used

the air conditioner (AC) about 75% of the time, and averaged 21.1 MPG. Used one quart of oil (still breaking the engine in, about 5,500 miles on the rebuild now).

As for car troubles: I thought there was a gremlin in the carburetor, but it turned out to be a (very) bad tank of Texas gas, I also replaced a leaking AC drier in Texas.

I'm using "Mobile 1" synthetic oil (15w50 wt) in the 56J and my wife's 63 GT. No long term results yet to report. It's supposedly superior in resistance to high temp breakdown. It does NOT, as advertised, cause idle speed to increase due to less friction, nor the engine to run smoother, cooler, get better gas mileage, etc. I'll report more once I've used it a while.

Ed Means is right about Chrysler 318 lifters. Only the early ones will do. The specifics provided in "Hawkeye" issue #2 are correct. Luckily it's easy to tell the difference, just compare the cups in the pushrod end. Recommend taking one of the old ones to the parts store for comparison. Be sure to check all 16; I bought a set from NAPA, each was individually boxed, with part number, but about half of them turned out to be the wrong lifter (later type) in the right box.

In my last letter I mistakenly said front coil spring #526124 works best for me, I meant 526125 (heavy duty). 526124 is too weak, 526125 has held the front of my 56J (with power steering) up superbly now for over ten years, and continues to do so even with the A C installed (another 40-45 pounds). I removed them from another 56J with over 100k miles on it. I should have checked my notes closer, sorry about that.

The AC works great, now that I've installed a five core "L tube" radiator which I had made for \$400. Prior to that, I could only use the AC up to about 105° outside temp (just when it's needed most). Then, the engine would run too hot (220° and up). I live in the desert and temps of 110-120° are common so this had to be fixed.

Someone had a mocha/white exterior, and mocha/(light) rose interior 56J with an off-colored (mocha?) dashpad, and wanted to know if anyone else had an off colored dashpad. I had one with exactly the same interior/exterior but it had a black dashpad, though it had a rose headliner with matching bows. Also, 6032304 has sky blue/regal blue interior with sky blue overhead and matching bows as well. What I'm saying is; I don't know about all dashpads, but with the two exceptions above (not ALL came with white overhead and bows), anything's possible.

If you rebuild an engine and use one of the currently available reproduced gasket sets, all will go well EXCEPT the intake

and exhaust gaskets will only last 1500-2000 miles. They're cheaply made and blow through. The properly made NOS ones are the only way to go.

The pittman arm shaft seal fix I mentioned in the last letter only applies to power steering equipped cars.

The dual reservoir master cylinder mentioned in the (excellent) article in "56J Only" issue #18 is NAPA #36237. It fits many mid 60s-70s AMC products. I bought one and intend to install it someday.

I need parts # 533275P and 533328. They are the shift ears coming off the bottom of the steering post (power steering type) and connecting to the shift rods on the T85 OD tranny. If anyone can help, please give a call or drop a line: Ph 760-361-4009, Addr. 5873 Datura Ave, 29 Palms, Ca 92277.

JIMMIE FACKLAM **LENEXA, KANSAS**
August 16, 1998

I have a question regarding a tachometer and wondered if you could come up with an answer. I have two complete 1956 Golden Hawk dashboards. I took a tachometer from one that is different than any I have ever seen before.

The face was identical, but it has a red hand at 5200 RPM's, a white one at 800 RPM's. The bottom of it has numbers, like mileage, but doesn't say what they're for.

I was wondering if this was original, was there maybe more than one type of tachometer. This one looks like it has always been in the car.

BILL LADROGA **S. DENNIS MA**
September 10, 1998

I think the fall season has come to the Cape early this year! It's been downright cool the past week or so. You can almost feel the maple leaves getting ready to turn color. We had a great summer season, but are anxious to return to Sarasota. Besides, I hear the plaintive call of my lonely Hawk telling me, "Come on down, I need to be driven!"

I've been in touch with René Harger about the rebuilding of my headliner and door panels. He'll have them ready by October when we return. Maybe I'll make the AACA show in Gulfport on November 14 after all.

I've also been thinking about something else: Lu and I are attending a convention at the *Sheraton North Orlando* in Maitland from 8 to 10 January 1999 and we're bound to have some free time but I don't have the schedule yet. What do you think of a "mini

reunion" of 56J owners in the area sometime during that weekend? Maybe we could all take our cars and get together for a Dutch treat dinner somewhere and swap stories? We'd drive our Hawk to Orlando from Sarasota. I don't have my 56J Only material with me here in Massachusetts, so I don't recall exactly how many owners might be interested, but it seems that it might be about five or so. What do you think?

We will be going to the Florida State Meet in late October. We already made our reservations at the *Best Western*. We will come in on Friday, stay overnight, and head back to Sarasota on Saturday evening.

We'll take the 56J even though I probably won't have the headliner and door panels in it. SDC people familiar with René, might be a little more forgiving than those at the AACA show in Gulfport.

(Editor's Note: Count me in on the mini reunion. I sent Bill a roster. In a subsequent note, he stated that he would work on it after his arrival in Florida.)

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.**

267 Jack Nordstrom 538 Admiral Benbow Rd
Mc Queeney Texas 78123 830-560-2819

268 Jerry P. Harkey 1807 E. Mohawk Ct.
Bloomfield Hills MI 48302 248-851-8295

269 Leonard Hull 5701 Clinton Rd.
Jackson MI 49201 517-784-4571

270 Charles M. Phipps 521 wadlow Gap Rd.
Kingsport TN 37660 423-286-6015

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.

Bob & Doug Palmbach - *Vogel Electric*, 2312 P Street, Bakersfield CA 93301, 805-323-1995. Electric generator, starter, motors (seat, window, fan, wiper), Any electrical advice or information is free of charge.

WHEEL ESTATE FOR SALE

Due to our infrequent printing schedule, many ads may be quite old. The only way I know if an item is bought or sold is if one of the parties reports the transaction.

1956 Golden Hawk. 352 engine with 3 speed and OD. Solid body and good mechanical. \$7,500.00. Contact Tommy Goza 770-974-2088 or 917-9631.

1956 Golden Hawk, Manual/OD, PS, PB, 4.09 rear end, some extra parts, work started, needs restoration. This car was described in issue # 029, serious inquires only. George Shirley, RR 2 Box 247, Dieterich IL 62424, 217-739-2452.

1956 Golden Hawk with Chevy 350 engine and TH350 transmission, A/C, PS, \$7850. Barry Hackney, 17819 Frankton Way, Houston TX 77073-4215, 231-821-5534.

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.

Shift selector indicator dial part number 1539769, This is a reproduction item from a new mold I made using an original dial as a model, \$21.00 includes shipping. Carole Rossman, 11256 Blue Lake Rd, Holton MI 49425-92729



One 56J hood, a set of tail fins, and a 352 V-8 for sale. I also need a lower door outer moulding and a lower interior door molding. Dwayne Jacobson, 1817 Miller Ct., Stevens Pt, WI 54481, 715-341-7671.

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.

FRAME from a 1963 GT Hawk w/4.10 rear end, complete except brake drums, \$50.00. Also 2 GT Hawk front ends. John Gormican, 980 West McCormick Rd, Apopka FL 32703, 407-889-9252.

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

Lower aluminum trim moldings above the rocker panels for driver side rear quarter and passenger side front fender. Stanley C. Krohn, 206-938-8204 (home), or send FAX to me at 206-938-2326.

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.

A TIP FROM OLD CARS WEEKLY

The following tip was submitted to OCW by Charles Ridge of Sullivan, Indiana.

1. Put two teaspoons of hydrogen peroxide in each cell of your car battery. This will keep deposits off the plates and make the battery last longer. You will have to add it again over time, say, every six months, or so. The battery in my car is nine years old and in good shape.

2. The best way to cut the carbon and sludge out of a motor is with a product called "KREEN" made by Kano Laboratories, 1000 S. Thompson Ln., Nashville, TN 37211-2627. It'll make your engine like new.

56J ONLY is the official publication of the 1956 Studebaker Golden Hawk Owners Register (56JOR) and is distributed free to members. The information contained in this newsletter is true and complete to our best knowledge. All recommendations on parts and service procedures are made without any warranties on the part of the author or the 1956 Studebaker Golden Hawk Owners Register. Because the quality of parts, materials, and methods are beyond our control, the 56JOR, and the author disclaim all liability incurred in connection with the use of this information. Any opinions expressed are those of the writer and not necessarily those of the 56JOR.

IN THIS ISSUE

ANOTHER CAR IS LOCATED FROM DECEMBER 1973 LIST WHICH APPEARED IN *TURNING WHEELS*

MEMBERS HAVE BEEN DROPPED WHO HAVEN'T BEEN HEARD FROM IN OVER 4 YEARS.

CAROLE ROSSMAN CAN MAKE NEW SHIFT INDICATOR DIALS.

HEADLINERS ON 1956 GOLDEN HAWKS WERE WHITE EXCEPT FOR FOUR INTERIOR COLOR COMBINATIONS.

LOWER SIDE TRIM SEAT PANELS CAME IN FOUR COLORS BESIDES WHITE. A QUESTIONNAIRE IS INCLUDED WITH THIS ISSUE REQUESTING YOUR HELP.

BRENT HAGEN SENDS INFORMATION ABOUT FAN BLADE CRACKS.

CLAES ANTONSSON'S "PILE OF PARTS" HAVE BEEN PUT BACK TOGETHER IN THE FORM OF A 1956 GOLDEN HAWK.

JIMMIE FACKLAM HAS A QUESTION ON A DIFFERENT LOOKING TACHOMETER.

JOE HALL HAS A FEW MORE TIPS TO OFFER.

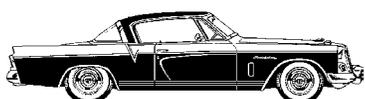
1956
**FRANK J. AMBROGIO**
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233
U.S.A.

PLACE
STAMP
HERE

OWNERS REGISTER

* ADDRESS SERVICE REQUESTED *

MAIL TO:



STUDEBAKER
THE CURE FOR THE COMMON CAR