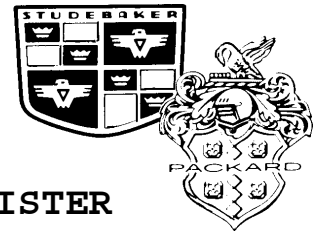


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996, 1997 Old Cars Weekly Golden Quill Award Winner

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## TEN YEARS COMPLETED

*1999 marks the beginning of our eleventh year*

This first issue of our eleventh year is a few weeks early because of the postal increase. I want to thank all of you who took the time to complete and return the latest questionnaire. I'll be reviewing the information over the next few months and probably report the outcome in the next issue. You have provided some valuable information.

Thanks also to those of you who included a donation. I really appreciate it. It is folks like you who have helped keep us afloat. This club grew much larger than I expected, and without your help, I would have had to give up.

A couple of people responded to the list of 1956 Golden Hawks I reported on in the last issue. Richard Quinn stated that Herb Reed still owns his car. David Walker of Chesnee SC, also responded to that article. He was listed as the owner of two cars, but no serial numbers were shown. David states that he does still own those two cars. His letter appears in the Mailbag section.

David and Sandra are the owners of Walker's Bantam Chef Restaurant in Chesnee. It is a 50s style restaurant complete with Wurlitzer jukebox, T-shirts, hats, and 25 cent coffee for breakfast. They also have a display room with a 1950 Studebaker, a 1958 BMW, and other 50s memorabilia. Sounds like a great stop if you are ever in that area.

## THERMOSTATIC VALVE UPDATE

*Repair kit is available from NAPA*

In issue 030, I reported that the thermostatic heater valve on one of my cars began leaking. I was able to find a new old stock replacement, but they are getting very hard to find.

If the valve on your car goes bad, and you are unable to locate a replacement, a repair kit is available from your local NAPA store. The kit is BALKAMP 660-1000 and consists of a little rubber diaphragm. The

price is about \$6.00. Several people have had success in rebuilding these units. It is certainly worth a try.

## DINNER IN RAPID CITY

*3rd annual 56J dinner needs someone to coordinate the effort*

Our first dinner in South Bend during the International Meet in 1997 was a great success. Last year in Austin, the numbers dropped off greatly. Several members wanted to attend, but did not see the notice on the bulletin board.

I would like to continue this tradition in 1999 in Rapid City. It is the only time we can meet as a group each year.

If anyone would like to set up the dinner meeting for 1999, or knows of a suitable site, please let me know. I'll report the information in the June issue.

## HELP, A NATIONAL EFFORT

*Studebaker owners from 4 states help with an electrical problem*

Bill & Lu Ladroga's 1956 Golden Hawk began experiencing some erratic ammeter gage readings. I told Bill about a tip I had seen in the *Western Lake Erie Chapter's newsletter, The Driver's Seat*. The article was written by Fred Birdsell and is printed below:

*On 12-volt generator systems, the voltage regulators are very troublesome. Erratic charging is the least of the problem. In the worst case, points will stick, fusing the wiring into a very hot glow plug. We have had this happen with two of our Hawks. It's no fun replacing the wiring harness.*

*Alternator cars are NOT immune. If a diode fails, a dead short can also occur. Because this happens VERY quickly, even a battery cut-off switch will not prevent major damage. The best solution I am aware of, is to install a circuit breaker on the battery terminal of the voltage regulator.*

Ask NAPA for an Ecklin circuit breaker #CB 6379 (50 amp). The breaker will have two posts. Bolt one to the BATTERY post of the regulator, the other to the wire to that post.

A second solution (less likely to cause a point deduction during show judging) is to install a fusible link in the wire connecting the starter solenoid to the ammeter (see your shop manual). The fusible link wire needs to be 4 gauges smaller than the ammeter wire.

Bill sent me the following letter about a week later:

Frank, I bought the NAPA CB 6379 circuit breaker as you recommended. I wasn't sure how to wire it so I contacted a member on the Studebaker Drivers Club E-mail listing as provided by Leigh Morris at Leigh's recommendation. He was Bob Kabchef, of Visalia, CA - studebob@mindspring.com. He's a member of San Joaquin Valley Chapter and is the retired editor of the San Joaquin Chapter newsletter. Bob is happy to answer technical questions for Studebaker owners.

**Here's what I originally e-mailed him:**

Someone recently told me about some extra wiring protection that I can use for my 1956 Studebaker Golden Hawk with an AutoLite electrical system and Packard 352 cu in engine. It seems that a NAPA CB 6379 fifty amp circuit breaker can be wired into the generator-regulator circuit to protect the charging system from electrical fire or overload damage should something short out (e.g., points sticking in the regulator.)

How should the circuit breaker be wired in? The breaker is a small rectangular can, with two threaded studs coming out of it. One stud is marked "BAT" and the other "AUX." On which regulator terminal should the breaker be installed, on the armature or field connection? Which terminal on the circuit breaker goes towards the regulator?

**Bob's answer follows:**

Bill:

Take the wire off the "BAT" terminal of the regulator and attach it to the "AUX" terminal of the circuit breaker. Then make a new wire (of adequate gage, of course) to go between the "BAT" terminal of the circuit breaker and the "BAT" terminal of the regulator. That should do it!

Bill finished by stating that on the correct voltage regulator for the 56J, it's the terminal by itself towards the outside.

Bill Ladroga, E-mail: ladroga@juno.com

This type of situation is the exact reason I started this club. It is nice to know that our members can work in concert with Studebaker Drivers Club members to

help solve problems with our cars. Thanks to Fred Birdsell, Leigh Morris, and Bob Kabchef for completing the loop. Thanks to Bill for following up and reporting the outcome to me.

## HORN WIRE & POWER STEERING

By Gary Capwell

REPAIRING THE HORN WIRE IN YOUR POWER STEERING EQUIPPED 56J CAN BE A REAL EXERCISE IN FUTILITY!...But here are a few things that are not in the Studebaker shop manual that you should take note of before attempting a repair.

1.) Remove your Ultramatic's shift selector indicator, it'll get broken if you don't!

2.) Remove your front seat bottom cushion after removing the steering wheel, grease stains are hard to get out!

3.) Plan on removing the entire steering shaft and column!

4.) Try to have a helper handy, especially when reassembling - to keep the column straight.

5.) Don't forget to reinstall the column to dash shims.

The most important aspect of this repair is to ensure that the column is straight, any angle causes the horn to short when the wheel is rotated, even if the wire is fine! Also, before tightening the clamp on the column cover (at gearbox) be sure that the brass brush contact is in the center of the hole! You can remove the steering shaft from the column cover without any trouble, but remember to set the cover down with the duffy plate hanging off the end of a table to keep from damaging it! These are things I learned the first, frustrating, time I tried to repair my horn wire! After learning these things, the second try (six months later) went quite smoothly and actually accomplished the repair! And no all those wires aren't the biggest hassle.

**ULTRAMATIC PROBLEMS** - before jumping to the conclusion that the trans is in need of serious work, make sure the engine idle speed is set correctly.

## HAPPY BIRTHDAY, KEVIN

By Kevin Carr

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.

Frank, It was nice of you to drop by a couple weeks back. Just sitting and talking to another 56J owner keeps my motivation up to meeting my October deadline. I told you I would write about the progress I have made and the steps I went through to get where you saw it two weeks ago.

Debi and I purchased the car from Carl and Donna Kummer (as you know). It had been in Carl's family since it was new. Originally it was purchased by his brother, who four days after he bought the car, was hit by a truck totaling the car. Fortunately his brother and sister in-law were all right, but unfortunately the car had to be rebuilt from the ground up. The high impact collision was a true testament to the safety of the car, especially since there were no seat belts.

The story goes that Studebaker towed the car into a garage, stuck another 56J frame next to it, and they took off what was good on the original and stuck it on the new frame, and replaced what was bad. After that experience Carl's brother had a few more accidents (I counted 4 after I removed the paint and bondo) to which his wife refused to ride in the car ever again. Carl's brother must have felt the car was a little unlucky also, so he agreed to give the car to his father. His father drove the car for a number of years, until it was eventually passed down to Carl.

By this time the car apparently was in poor condition, so Carl completely restored the car, including adding new front fenders and rocker panels (I noticed they were replacements when I pulled them off). He also had the engine completely rebuilt. The original color of the car was Airforce Blue and Snowcap White. Carl and Donna liked the Gold and White combination so they had the car painted in those colors. The interior was covered with gold and black vinyl and cloth. Fortunately they did not remove the old interior first; they just covered over it.

When we adopted the car 2.5 decades had passed since the last restoration, and the car had not been seriously driven in 14 years. Carl and Donna, who are avid and perennial travelers being gone for at least 6 to 8 months out of the year, did not have the time to drive the car. Though they both have great affection for the car, they realized that they could not care for the car like it needed to be. A heartbreaking decision was made and they decided they would sell the car.

Seven years previously I had purchased a 1955 Packard Custom Clipper that was in reasonably good shape. The body had some surface rust and a few small holes, the interior had been under plastic for the past thirty years, so it was immaculate, and the motor ran good after I tuned on it.

This was my first serious restoration and ownership of a classic. I began restoring the car, as I could afford it, but two and a half years passed and I was not getting very far. We needed the money so I sold the car. It was heart breaking for Debi and I, and some friends of ours who were enthusiastically looking on.

I decided then that I would hold off on restoring cars till I had more money and a garage. I have looked at many cars that I thought I would like to restore, but it seemed like I either didn't have time or I did not have the money at the time to purchase the car. Five years passed, we moved into a house that had a two car garage, but restoring a car did not seem like something I could do or afford. Debi knew that I longed to get back to restoration, but she did not say anything until January 30, 1998. The day before my birthday.

Debi, while driving through our neighborhood stopped at a yard sale. At the yard sale there was a classic car for sale. It was the 56J. Debi asked, and Carl told her it was a 56 Studebaker Golden Hawk. She thought it was a really cool car. That evening when I got home from work, after we ate dinner she asked me what a Studebaker Golden Hawk was. I said it was a 2 door coupe made in the mid fifties. She told me that she found one at a garage sale, and that I should go look at it. I absolutely said "no." I don't want to see it, and I don't want to know anymore. I did not want to get my hopes up, and then be crushed again. Pretty big emotions for an automobile, I guess I am a fanatic. Debi said nothing further that night.

The next day, Saturday January 31, 1998 my birthday, I did some work in the yard in the morning, put brakes on one of our cars during mid-afternoon, and then I settled down in front of a postseason basketball game with a cool drink in my hand. Debi walked up to me and pulled on my arm and said, "Let's go look at the car." I told Debi, "no, you know we can't afford it right now no matter how much he wants." She insisted and eventually won.

We drove the two blocks over to see the car. The moment I saw the 56J, I fell in love with it, as I knew I would, but a sickening feeling inside me resided because I knew I couldn't afford it. It would take a miracle from God in order for me to buy that car and I knew it was wrong to feel that way about material things. I met Donna Kummer there, the car's mother, she was very nice and very knowledgeable. I had told her that I had spent much of my youth restoring old cars with my father, and of my experience with my Packard. I looked the car over and saw great potential for restoring the car back to its original condition. It was very cool, it had a dual quad setup with dual exhaust jetting out of

the rear. An aircraft like dashboard, with a manual three on the tree shift. It was a sleek and low slung classy cruiser, with those oddities and flares that Studebaker was known for. Plus it had an engine in it I was very familiar with. The same engine that was in my Packard.

We were waiting for Carl to get back from the hardware store, but after about thirty minutes, he still had not shown up. I asked Donna if she thought Carl would allow me to make payments. She was not sure. We waited a little longer but Carl still had not shown. I told her I would talk to them later about it. As Debi and I returned to our car, a young (mid-twenties) man wearing a mechanics uniform, pulled up in a nice car. I said to Debi, that's it the car is gone, that kid is going to see those dual quads and dual exhaust and he is going to chop the roof, strip off the chrome and make a hot-rod out of it. I was depressed, what a way to end a birthday.

I told Debi that night not to show me anymore cars because I fall in love with them too easy. The next day, after we got back from church, Debi went to buy the Sunday paper. She had been gone about an hour, I figured she was having a tough time finding the paper, when the phone rang. She said she was down on 'Middleton' (where the 56J was) and that there was something wrong with our car. She asked me if I could walk down, with the kids, and look at the car to see what was wrong. I figured that she had overheated the Chevy, got a flat tire, or ran the battery down. As I was walking the last block towards our car and Debi, she walked up to me and said, "I don't know what happened". Now I knew she had done something to our Chevy. I approached our car, which was at the end of Carl and Donna's driveway, when I looked over to my right at the Studebaker. On top of the Studebaker was a giant red ribbon, and in back of the window was a big sign saying 'Happy Birthday Kevin'. I nearly fell over.

All of a sudden Carl, Donna and some friends of theirs began to sing Happy Birthday. I was told that my eyes lit up like the headlights of '63 Caddy. I was truly surprised. After they pulled me down out of the clouds, Carl told me that Debi had stopped by and negotiated a payment plan with him. Carl was glad I was getting the car because Debi had emphasized to him that if I had the car I would restore it back to the original. Not only that, since I live only two blocks away, Carl has been able to come over and watch the progress from time to time. The next day, the young kid who stopped and looked at the car after me, called and asked to buy the car. Carl answered him with, "sorry it's already sold." Yeah it is, TO ME!

## THE MAILBAG

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

(Edited as required.)



**DAVE FREEBERG PAPIILLION NEBRASKA**  
September 24, 1998

I certainly look forward to the 56J ONLY newsletter. It is a wealth of information, especially during the restoration process of our 1956 Golden Hawk. Thank you for all your effort.

Enclosed is my check to help defray the cost of publication and some pictures of our Hawk. They were taken in the early spring after the restoration had just been completed.

Recently, at our North Central area meet, I had the pleasure of talking with another 56J member. It's really fun to compare notes on the restoration process with others who have been through it.

I do have one tech question: I have a 2X4 barrel manifold set up for the Hawk. I am presently running a single four set up with a 600 CFM Carter AFB. It is a brand new carb. I would like to use the carter AFB's on the two four barrel manifold. My engine rebuilder says he is afraid it is too much carburetion for the 352 engine. Is it? And if so, what kind of carbs should I put on it? All the members of our *Husker Chapter* think it would look really neat on the engine. I do too, however I don't want to ruin my engine with too much carburetion.

**DAVID WALKER CHESNEE SOUTH CAROLINA**  
OCTOBER 10, 1998

The two cars you mentioned in the December 1973 *Turning Wheels* article on Golden Hawks are the same Hawks I still own. I bought serial 6030179 in 1970. It is light and dark green. Car #2, serial 6030343, white/green is mostly a parts car.

I have two others, 6032746 is a chassis only and 6031574 I bought in 1975. It was a roll over, and I paid \$65.00 for it. It has a good 352 with OD and TT. What a deal.

**YVON BEAUDRY**  
**ST-PAUL D'ABBOTSFORD QUEBEC**  
October 12, 1998

I need information on the Packard engine and transmission. I want to restore my Golden Hawk and I need both items. I found a 1955 Packard in a salvage yard. I don't know how to tell if it is a 332 (?) or 352.

Do you think the automatic transmission will fit? I need many small parts, linkage for shifter, gas pedal, drive shaft, center bearing, cross member among other things.

I purchased this car in 1968. It was all original at that time, but I was young and I broke the motor. Since then, I put in 2 Buick engines, 2 Chevrolet, 327, 350 and one 427. After that I kept the car in storage where it has been for 13 years now.

Do you think it is possible to find the parts to restore a car like this? The body is very solid and the car has never seen the bad weather. I am the second owner.

**DOUG & PAM JACKMAN MUSCATINE IOWA**  
October 5, 1998

Enclosed, along with a check to help with postage, are copies of the "Car Interior Questionnaire". Thanks for answering my question about the correct lower side trim panel color for our car. I've also sent along a couple of pictures of our newly resurrected Golden Hawk - not good shots but they're the first out of the camera.

6030398 is back on the road again, and running superbly. The only problem that has developed was a blown-out left front exhaust manifold gasket. The set that I had used when I rebuilt the engine was NOS, which meant shim steel head and intake gaskets. The exhaust gaskets were metal impregnated composite material, similar to countless others I've seen on other makes. So I was surprised when the gasket failed. I've now replaced it (boy is that a job with power steering!) with the "pressed paper" type found in replacement gasket sets, and hope it will last, but I have my doubts, as Joe Hall mentioned in his most recent letter. My head and intake gaskets are still steel shim, and I do not expect trouble with them. By the way, it is difficult if not impossible to use the replacement "paper" intake gaskets with the steel shim head gaskets. The thinner steel head gaskets set the head lower onto the block, preventing intake manifold bolt hole alignment if the "paper" intake gaskets are used. At least that was my experience. At last knowledge, *Newman & Altman* still had the NOS steel head gaskets (PN 440469), but that was all.

I was intrigued to see Joe Hall also mentioning the Chrysler 318 valve lifter issue. I originally assembled my engine using TRW VL-13 lifters, which supposedly are for the early (1967) 318 engine. However, they did not quite allow some of the valves to close, leading me now to wonder if all the lifters were indeed the early type. If I had known then what I know now (thanks to Joe and Ed Means), I would have paid more attention. By the way, corresponding *Perfect Circle* part numbers are 213-1662 for the early (1967) 318, and

213-1679 for the later (1968 - 1988) engines. At any rate, it looks like this winter I'd better delve into things and make sure I've got the correct lifters in place.

Concerning tachometers, ours worked initially but then quit. Since then, it's worked sporadically. I'll hear a gear grinding noise coming from inside the tach, and then the tach will stop working. I'm sure it's a mechanical problem, and not electrical, as the generating side (sending unit and harness) is new. Anybody have any experience taking one apart? (or more importantly, putting it back together.)

**GEOFF FORS MONTEREY CALIFORNIA**  
October 8, 1998

Enclosed is the interior questionnaire. I have a few comments about some items in issue # 31:

Claes Antonsson's problem with his tach would appear to be just a need for lubrication of the selsyn-motor bearings in the rear end of the instrument, as outlined in my letter on tach service in one of the early issues of *56J ONLY*, or my article in *Turning Wheels* on the same subject. Even in an NOS instrument, the petroleum base in the original oil will have evaporated by now, leaving a residue behind with the consistency of peanut butter. The jury still seems out on what is the best oil to use. What is needed is a very light viscosity, preferably non petroleum based, lubricating oil. Some of the new teflon and silicone based oils should work fine. I would not recommend using WD-40 or other spray lubricants, which do not seem to last long in motor lubricating service.

I have seen one of the cars from the December '73 article, the 56J owned at that time by Tommy Gibilisco. I believe he lived in the Los Angeles area; the car was displayed at the 1978 La Palma Park (Los Angeles) SDC zone meet and I have 35mm slide photos of it. That car was green and white, almost identical to my car, except that there were some minor (and I suspect non-original) changes to the interior colors. The car was restored to a fairly high standard so I am sure it is still around somewhere. The mylar on the interior door panels was a silver color, whereas mine was gold, however Mr. Gibilisco said he had obtained the silver mylar material from the *Pep Boys* auto parts chain which evidently sold interior trim parts at the time. He said the original had been too badly deteriorated to determine its actual color. As I remember, Mr. Gibilisco was in a wheelchair at the time as he had been involved in an evidently serious traffic accident while driving his Avanti. His son had brought him and the car to the meet. The only part missing on his 56J was one back-up lamp glass lens, which I supplied.

On subjects outside the most recent newsletter, I see the old wives' tale about not trying to make your own double-flared steel brake lines recently re-surfaced in *Turning Wheels*. This is absolute baloney; it is easy to make perfect double-flared lines from annealed steel brake tubing such as "Bundyflex" sold in auto brake supply houses and parts stores, provided you use a good quality flaring tool kit and follow the directions. I have made many custom brake systems with this tubing on Panteras and Lamborghinis, and with some of those cars worth over \$150,000, you can be sure I would have heard about it later had any problems cropped up. I have to laugh when I see want-ads from people trying to find "NOS brake lines".

Concerning recent debates on silicone brake fluid, it should be noted that this fluid is not compatible with hydraulically activated stop lamp switches. At least one switch manufacturer has specifically stated this in a recent bulletin. Although I have not dissected a switch recently, what is obviously happening is that the silicone is contaminating the switch contacts, and burning each time the contact set arcs upon opening. Silicone turns into a sticky, nonconductive cinder when burned, contaminating the switch contact points, and the switch then quits. I would think an appropriate seal in the switch would keep this from happening, but if one looks at switch design in the auto industry through the 1960's, we see electrical switches used in brake functions routinely placed directly in the hydraulic fluid environment, since traditional brake fluid was not incompatible with that design.

Concerning the short flexible hoses used on the Hydrovac brake booster, I see they are available as repros from *Studebaker of California* (ad in *Turning Wheels*).

Speaking of the Hydrovacs, there was a mad scramble in the mid 1970's to find "Bendix brake cylinder oil" for lubrication of the Hydrovac unit, as described in the service manual, because Bendix had discontinued it. I managed to obtain a tube of it at the time, which was about the size of a small tube of toothpaste, however I was informed by several old-time brake service specialists that all the "oil" actually consisted of, was some Neatsfoot compound which softened the main leather seal around the piston of the vacuum unit. The consensus of opinion seemed to be, if it works, don't bother oiling it. Maybe some other readers have experiences with this topic.

Finally, concerning 56J's left in the world, I wouldn't be surprised if there were, realistically, at least 800 or more of them still around. A great many of them (thanks to Ultramatics) are probably languishing under tarps in backyards, in barns, or in country salvage yards, and

thus wouldn't show up on any of those "computerized information service/how many are left" surveys which just access DMV records. It's the sort of car somebody would want to save, even if they weren't in SDC or too active in car circles. I notice *Hemmings* usually has a couple of 56J's for sale in every issue. I haven't recognized too many of the sellers as being on our roster. If the value of 56J's were suddenly inflated to a lofty figure (such as happened to '59 Cadillacs, '63 Corvettes, etc.), I bet you would see them coming out of the woodwork from everywhere,

**GARY W. CAPWELL**                      **KEIZER, OREGON**  
October 25, 1998

So much has happened since I last corresponded with you, that it is a little hard to know where to start. I think that the last time we talked we had both moved and I had developed a massive leak in my 56J's transmission as a result of using a 56 Packard's oil pan. Soon after that conversation I began tearing down old body #96 for a complete resto paint job. This included replacing the door hinges, all glass with tinted replacements, and all weather stripping. All removable body parts were removed, repaired, undercoated, and reinstalled. To make a long story short I laughingly realized that I was reliving a lot of "Bondo Billy" resto nightmares i.e. a lot of stuff didn't fit, would never fit, never did fit right originally! Also, this car must have been involved in a fairly major wreck, somewhere around 1961, as the passenger door opening is no longer as tall as it should be and many weld joints were obviously not original. This job took me all summer, it was finished the Friday before the Brooks, Oregon Orphan Car meet.

While all this was going on I managed to acquire an NOS tranny pan from Wayne Trowbridge in Salem and an NOS dipstick assy from member Brent Hagen of Portland. The car is now painted in it's original colors of Mocha/Doeskin, in the original early paint scheme. I painstakingly duplicated the original factory paint job as close as possible, as I had never seen an early car that still had this scheme utilized. It looks great! We won a second place trophy at the Brooks Meet for peoples choice 50's division, losing narrowly to a beautifully restored Hudson Convertible! Since then we took the car on an SDC overnighter along the Columbia River to see the same museums that the *Tacoma Chapter* did in *Turning Wheels* a few months ago. This was a trial to see how the car would do on next year's trip to South Dakota! No problem! 450 miles of steep curvy roads at a max speed of 40 MPH was a real workout for the trans governors, but she took it all in stride, the trip back home was much faster and on the Interstate!

**GARY WILLOUGHBY                      PARIS TENNESSEE**  
October 23, 1998

We haven't made any trips in the Hawk this year, due to brake problems, but I have finally made the plunge to service the wheel cylinders, and have the front ones working properly. A new master cylinder is also in place, and I have the repair kit for the hill holder. A honing tool and two cylinder repair kits cost right at \$42.00, and came right off the shelf of my parts store. It's a great feeling to do repair work without mail order.

Two questions and then I've got to close.

First, is there a fiberglass radiator fan available that will not cost points on originality, or is close to original? Brent Hagen's comments have me concerned, and the fan noise above 3500 rpm is annoying.

Secondly, do you know how many operating 56Js there are, total count? This question comes up often, and I usually reply with the ball park figure of 300.

**GORD BURNS                              HAMILTON ONTARIO**  
October 15, 1998

The Front Coil Springs article in the June 1998 *56J Only* caught my eye.

My 1968 AMC Rebel convertible had a broken front coil spring and I had been unable to find a replacement.

A phone call was made to *Coil Spring Specialties* and ten days later I received my set of four coil springs. Thank you for the timely article.

I have enclosed the requested Car Interior questionnaire as well as a money order to cover postage etc.

**JIMMIE FACKLAM                              LENEXA KANSAS**  
October 18, 1998

I found two more 1956 Golden Hawks I wanted to let you know about. Jim Bahr in Eau Claire, Wisconsin has two cars in his possession. Id# 6032406, body #2792 is a Ceramic Green and White parts car only. The other Hawk was out at his farm and I was unable to get the numbers. He was to call me with the information but I haven't heard back yet. Mr. Bahr has ads occasionally in *Turning Wheels* under *Wisconsin Studebaker*.

I have also purchased another dual four intake manifold with Rochester carburetors and linkage. They have the Packard number tags on both carburetors. The other dual fours, I have, are Carter AFBs and linkage. Both intakes have the air cleaners on them. I also bought another 3-speed overdrive with cluster. I now have two, 3 speed

overdrives that I will probably install in both my cars in place of the automatics.

**CLAES ANTONSSON                      GOTHENBURG SWEDEN**  
October 27, 1998

The tachometer problem I told you about is solved. It was a bearing that was worn out. The tach seems to work like an electric synchrony motor and the impulses come from the sender in the distributor. On the back of the tach is an electric synchrony motor attached and it is driving the tach the same way a wire is driving a speedometer. Inside the motor is a small bearing, 3 - 4 mm in diameter, which is guiding the flywheel in the motor. I just made a new one in brass and now it is working beautiful.

But, living ain't always easy. Now I have a problem with the power steering. The pump ain't giving any pressure. I switched the rotor and the vanes in the pump but still no pressure. I also checked the relief valve. Even switched it to another one, but still no pressure. Probably there are some cavities in the pump ring making the vanes wobble.

So if there is anybody in the register who has a pump for sale, I'm interested. I also need a lens to the rear license plate lamp. Please run this in the newsletter or call somebody who might have the items.

**BRENT HAGEN                              PORTLAND OREGON**  
October 27, 1998

I just finished replacing a head on the 5582 Packard block in my 56J. I'm learning a lot about the different heads used on the Packard/Clipper engines. This engine has the low compression heads used in 1955.

All of my spare heads happen to be the higher compression heads, so I had to do a little searching to find a 1955 head. At least I now understand the difference in HP between the 1955 352 & 1956 352 (245 vs 275 HP), the compression going from 8.5 to 9.5.

This brings up another point. The 1956 Studebaker Maintenance manual, "ENGINE, SKYPOWER 352", gives the compression ratio as 9.2 to 1. All the other sources I have, show it as 9.5 to 1. Also, export 56Js were shipped with the low compression head, but the parts book doesn't list it. It only lists special pistons.

**JOE HALL                                      29 PALMS CALIFORNIA**  
November 3, 1998

We took 6032304 on another cross country trip in August, this time to my home state of Kentucky. It was a nice drive. Leaving the California desert, we took I-40 to

Oklahoma City, then I-44 to St Louis, then I-64 to Kentucky. We stayed there about a week visiting, then headed home. Returning, we picked up I-70 in St Louis, through Kansas and Colorado to I-15 in Utah. What a beautiful nation we live in! Then I-15 South to the California/Nevada line, where we took desert back roads for about the last 150 miles home. Trip total: 4956 miles in 15 days.

We kept some notes that others may find interesting:

GAS MILAGE: on freeway 19.44 MPG, off freeway 17.5, overall average 19.1. This was with a Carter AFB (9625), with the Holley (4360) we used for the trip to Texas we got 21.1 MPG on the freeway.

OIL CONSUMPTION: 1700 miles per quart. (Still breaking those chrome rings in.)

AVERAGE SPEED (freeway): 70-80 MPH (Note, this is actual speed, my speedometer is calibrated; every Hawk speedometer I've seen reads 10-15% off, on the high side, all mine did too, till I fixed them.

RPMs at the above speed: 2100-2400. (3.31 rear axle with OD, and P205/75 radial tires make this possible).

AVERAGE ENGINE TEMP: AC off, 180-205°. AC on, 200-225°.

MECHANICAL PROBLEMS: Hmm, let's see, oh yeah, a tailpipe hanger broke; I used a leather shoelace to tie it up. Other than that, none.

We also went to the Pacific Southwest Zone Meet in Phoenix, AZ last weekend. We had a great time at a great meet. Also had the fortune of meeting fellow 56J owner Ken Schmidt. He's a nice guy, and his beautiful (driven) 56J is something to be proud of. He made some very tasteful "drivability" improvements, i.e. air conditioning (as essential as a steering wheel in the desert), Chrysler TorqueFlight automatic transmission (you wouldn't know it was there if he didn't tell you) and electronic ignition (ditto). All nicely done, and the way he engineered them, they should last forever.

In light of the above, I'd like to assure fellow owners that, once the bugs are ironed out, not only do 56Js look great, they run great, and are dependable. I was sorry to hear the gentleman, a few newsletters back, express great distrust in his (something about not leaving home without a cell phone, and a mechanic with tow truck). Granted, it takes some effort. After all, they are 42 years old now, and most were neglected for years. Of course, they benefit from a few drivability improvements (if that's your thing), but this can be done fairly inexpensively,

still keeping them 98% Studebaker. Or they can be driven as is (carefully).

In the last nine months we have driven #6032304 over 20,000 miles, and are yet to walk a step due to a breakdown (knock on wood). We think nothing of getting in and going where ever the destination is. We love to drive it, it has given us many memories on the road. We get "thumbs up" and "A-OK" signs everywhere we go. At one rest stop, going to Kentucky, we had two different people taking pictures of it, and a third person trying to buy it! At another rest stop near Palm Springs, CA several years ago, an older gentleman, admiring the back of it said, "sure is a nice car". I asked, "Do you know what it is?" (Many people don't.) He replied, "I used to race Corvettes in the fifties, better believe I know what it is!" I could go on and on. Suffice to say, to me, driving and enjoying #6032304 is what owning it is all about.

**DON GIRVIN                      MONCTON NEW BRUNSWICK**  
November 29, 1998

Just a technicality, but on page 31-4 of Service Bulletin #316, "Fan Blade Assembly", a heavier gage metal should be 14, not 15. The larger the number in sheet metal, the thinner it is. At least that is how it's measured here. Don't take this as being critical of the excellent job you are doing with 56J! I am appreciating all the issues. I am going through them thoroughly from issue 001 and underlining each important input from members problems, cures, curses, and fires.

Started the 56J about 2 months ago. I just got fed up with all the junk around four sides of the car. Not much interest in even removing the cover to show anyone who was genuinely interested. Of course, all I did was move the junk to other parts of the garage. Too valuable, that good quality junk. You know the saying - if you want your garage cleaned, get someone else to do it.

My intentions were to at least get the car next to the house and wash it. After a five year hiatus, it started right after about 5 turns. When I did stop it 5 years ago, I dumped oil down the carburetor throat until it smothered and quit. Probably one of the few correct moves I made since I purchased it in 1973.

**CLIFF GINTER                      FRIPP ISLAND, SC**  
December 7, 1998

My cousin (with the 1927 Studebaker flatbed truck he uses to haul his antique cars from place to place) has hauled my Hawk to a guy to have the transmission repaired. Planetary gears shot.



Having a tough time making a decision. Should I spend the \$1500 to have the transmission repaired? Still have the interior as well as a new paint job to go.

My cousin is of the opinion once the transmission is repaired, I can drive it from Philadelphia my original home - to Fripp. He has driven it, no reverse though. Read in the newsletter where people drive Hawks quite a few miles on a trip. I'm looking at 750 miles. No heater, broken. windows without the flippers - whatever they are called. Not sure the wipers work at this time. Come to think of it, no spare wheel or tire. That is another story.

## 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.**

- 271 Verlon Sexton 3531 Dr. Love Dr.  
Orlando, Florida 32810 407-297-7693
- 272 Ray Blakemore 741 Garden Avenue  
St Louis, Missouri 63119 314-968-3773
- 273 Ralph Capurro 1900 Franklin Rd.  
Carson City, Nevada 89706 702-885-7968
- 274 Richard Atkinson 15 Tennent Park  
Mid Calder, Livingston  
West Lothian, Scotland EH53 0RF  
Tel: 01506-884 046
- 275 William Matthews 152 Bermuda Circle N.  
Niceville, Florida 32578 850-897-1301

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

## WHEEL ESTATE FOR SALE

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

**Studebaker: 1956 Golden Hawk**, rust free Arizona car, 352 Packard engine, Chrysler transmission and ignition, GM air conditioning and alternator, runs great, Burgundy interior and exterior. Car plus parts car, plus lots of spare parts including NOS front fenders, \$10,000 for all. Ken Schmidt 2251 N 32nd St. #37, Mesa AZ 85213-2446, Tel: 602-641-5994.

**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 inquiries only. George Shirley, RR 2 Box 247, Dieterich IL 62424, 217-739-2452.

**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 molding 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.

**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

Power steering pump and lens for the rear license plate lamp for my 56J.

Claes Antonsson

Gamla Bjorlandavagen 153  
S 417-28 Gothenburg Sweden  
Tel +46 31 517 603  
Fax +46 31 232 902

E-mail: claes.antonsson@swipnet.se

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.

## NOTICE

Due to the many letters, the 56J ADVISORS GROUP and the 56J Club Items were excluded from this issue (see issue 031).

# IN THIS ISSUE

**THERMOSTATIC HEATER VALVE** REPAIR KIT IS AVAILABLE FROM NAPA.

**GARY CAPWELL** HAS A TIP ON REPAIRING THE HORN WIRE ON CARS EQUIPPED WITH POWER STEERING.

**BILL LADROGA** HAS SOME INFORMATION ON A CIRCUIT BREAKER TO ATTACH TO THE VOLTAGE REGULATOR.

**DAVE FREEBERG** WANTS TO KNOW IF HE CAN RUN TWO CARTER AFB (600 CFM) CARBURETORS ON HIS 1956 GOLDEN HAWK.

**YVON BEAUDRY** NEEDS HELP ON FINDING PARTS TO RESTORE HIS 1956 GOLDEN HAWK.

**DOUG JACKMAN** JOINS THE LIST OF THOSE WHO HAVE THEIR CAR UP AND RUNNING.


**GEOFF FORS** HAS MORE INFORMATION ON TACHOMETERS PLUS OTHER ITEMS.

**CLAWS ANTONSSON** FIXED HIS TACHOMETER PROBLEM, BUT NOW NEEDS SOME HELP ON HIS POWER STEERING.

**BRENT HAGEN** DISCUSSES SOME OF THE DIFFERENCES IN THE VARIOUS PACKARD V-8 ENGINES FROM 1955 AND 1956.

**JOE HALL** SAYS YOU CAN DRIVE YOUR 1956 GOLDEN HAWK REGULARLY WITH CONFIDENCE IF YOU MAKE A FEW MODERN IMPROVEMENTS.

1956



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

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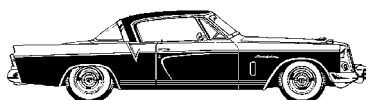
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