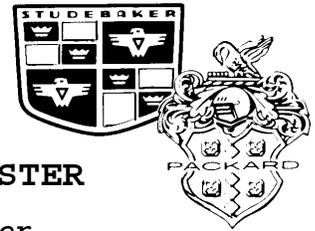


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996, 1997 Old Cars Weekly Golden Quill Award Winner

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SPARK PLUG CABLE SUPPORT BRACKET

Some confusion exists between the Service Bulletin and the parts catalog

Beginning with serial # 6032307, Studebaker Packard introduced new ignition cable support brackets and cables. These were released to correct a problem of cross firing at the ignition cable support brackets. This problem was reported in Service Bulletin No. 315, June 1956, and was reprinted in 56J ONLY issue 013 on page 10. The Packard Division also addressed the problem in Service Counselor Vol 30, No. 3, dated March, 1956.



The original style support bracket set consists of a rear bracket (440821), which mounted under the coil, a left bracket (439830), and right bracket (439831). The latter two brackets mount to the center valve cover bolt on each side.

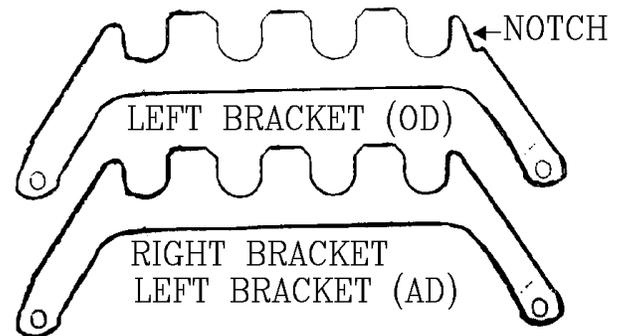
With the new style support bracket, the original rear bracket was removed and discarded. The two front brackets were replaced with the new brackets. On cars equipped with the Ultramatic, the same bracket, part number 6489377, is used on each side.

On cars equipped with overdrive, the right bracket remains the same, however the left bracket is part number 6489917. I assume that the difference in the left bracket was for the accelerator kickdown switch on the overdrive which comes very close to the bracket.

I took a look at my two cars. Both cars were manufactured before the change took place, so the brackets were added after the new brackets were introduced. On the car equipped with overdrive, I could not see any difference between the left and right brackets.

On the car equipped with Ultramatic, I upgraded the brackets several years ago with the new style. A closer inspection reveals that the left bracket has a slight cut out area on the right side. I must have obtained a set of brackets for an overdrive equipped car.

Although they were put on by two different people at different times, it appears that the original owner put the Ultramatic set of brackets on the overdrive car, and I obtained and installed an overdrive set of brackets on the Ultramatic car. Still, both cars run fine.



Strangely, the parts catalog makes no distinction between cars equipped with overdrive or Ultramatic transmissions. It simply lists a left and right bracket.

Taking it another step further, the Packard Service Counselor bulletin lists the following choices:

- Part No. 6484553 Ignition Bracket and Cable Set 55th-56th Series
- Part No. 6484555 Ignition Bracket Set 55th-56th Series
- Part No. 6484554 Ignition Cable Set 55th-56th Series

The second item 6484555, makes no distinction between Ultramatic and overdrive cars. I also don't know if the Packard brackets would be different than the 1956 Golden Hawk brackets.

I am of the opinion that you could use any of the brackets interchangeably as that seems to be working for me. Does anyone have a more educated perspective on this?

DENNIS LAMBERT PURCHASES N&A PARTS INVENTORY

Newman & Altman, Inc. is now Studebaker Autoparts Sales Corp., Inc. SASCO

As noted in the June issue of *Turning Wheels*, Dennis Lambert has put forth a program to purchase all of the Newman & Altman inventory as of April 29, 1999. He estimates that it will take approximately 9-10 months to move the inventory and expects a smooth transition. This is certainly good news for the many Studebaker enthusiasts around the world.

Good luck to Dennis and the new Studebaker Autoparts Sales Corp. It looks like, at least for now, business as usual.

NEW WEB SITE FOR 56J

On line access is achieved

Thanks to some encouragement and help from Bill Ladroga, we now have our own web site. I hope to add some new items and I will probably make many changes.

One thing in the works is a photo album where we will feature members' cars and a brief description. One problem with photos on web sites, is that they take forever to show up on the screen (download). A good way to increase the speed is to start with a small photo, and cut out much of the background scenery.

If you would like to add your car's photo to the web site, send me a small picture. If you have the negative, ask the developer to make a wallet size copy (about the size of a business card). I'd like to get one of every color combination offered in 1956. We also need photos of the interior.

The site has provisions for on-line registration, E-Mail, plus back issues of *56J ONLY*. I will also put your want ad on the site, so ads will appear immediately.

The web site address is: (lower case)
<http://pages.prodigy.net/56sghor>
Check it out, and if your browser turns up something strange, please let me know. You can Email me at 56sghor@prodigy.net.

DINNER IN RAPID CITY

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

Ken Berry did a great job setting up our annual dinner last year in Austin. So far, no one in or near the Rapid City area has come forward to take charge this year.

I checked the schedule, and there really isn't much leeway for us to meet. Wednesday seems to be the best day as many members

come for the swap while others don't arrive till just before the show. The general

membership meeting is scheduled for 6:30 p.m. that same day. Therefore, we will probably have the dinner at 4:00 p.m. on Wednesday, September 8th. If I can't find a suitable place, we will have to dine at the hotel. It will be a little more expensive, but it will be a lot more convenient.

Since there won't be another newsletter before the meet, I can only suggest that you keep Wednesday open and check the bulletin board when you arrive at the meet hotel. I will try to post some information and a sign up sheet there. I'll be staying at the host hotel.

THANKS TO BOB PALMA

TW article produces results

The large number of new members is a direct result of Bob Palma's writeup about us in the April issue of *Turning Wheels*. The story led to 9 new members plus the sale of 13 Authenticity Guides.

THE MAILBAG

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

(Edited as required.)



DWAIN GRINDINGER BREMERTON WA

October 6, 1998

I just received *56J ONLY* #31 a couple of days ago and may finally have found something I can contribute. Claes Antonsson, from Sweden, asked about his tachometer. There is virtually no repair information available for these units. The best we have is an article by Geoff Fors that appeared in January 1996 *Turning Wheels*. Other members will probably contribute the same information.

NOTE: Thank's Dwain. Geoff's informative article has appeared in previous issues of this newsletter. Claes' problem actually turned out to be something else, as he stated in issue #032. Most of the time, however, adding a little light oil will fix your tachometer as Dwain points out, and Doug Jackman confirms later in this issue.)

ROSS BALL

LORENA TEXAS
January 14, 1999

56J ONLY is the official publication of the 1956 Studebaker Golden Hawk Owners Register (*56SGHOR*) 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 *56SGHOR*, 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 *56SGHOR*.

It was nice to see you and Anita again last year in Austin. I'm finally sending you the questionnaire that I filled out last October. I'm also sending a check to help out with postage.

Did I mention the spark plugs I've been using? They are the *Bosch Super*, # 7522. They are a cross over from the *Champion* plugs for the 1956, 352" engine in the Packard. They are a little hotter than the plugs for the 56J.

The other *Champion* plugs which I've been using, or what the book calls for, did not last that long and started to foul out. I've had *Bosch Supers* in the 56J for the last 2½ years and have had no trouble and they burn clean. You might want to pass this on.

I've used *Bosch* plugs in Studebaker engines and they burn hotter and cleaner. I really enjoy the newsletter. Keep up the good work.

PETE OLMSTEAD GRANDVIEW WASHINGTON
February 13, 1999

It has been about six years since we last communicated. What happened is, my three kids were in high school then and now they are just about through college. Three at once can put a 56J up on blocks. Thanks for faithfully sending me your newsletter during this time. Please send me your parts catalog. I'll make the check for a little extra to help pay for that back postage.

6800282 has been under cover and started every year. The engine has 6M on it since overhaul. The automatic doesn't leak and seems to do its thing if I could figure out what gear it's in. The body is excellent and I can find no rust anywhere except the rear front fenders. Rear front fender seam rust out is almost standard on all Studebakers even out here in the eastern Oregon and Washington desert country. At any rate, Rene' Harger has started on a dark olive, off white, silver and green interior. Brent Hagen and I have been comparing vent doors by mail as I try to duplicate Ceramic Green paint color in modern Dupont Chromacolor. I think we have the color close but I'm not sure about the metallic.

While reading all your back newsletters, I was drawn to the Texaco lubrication chart in newsletter #001. Under tire pressures it shows 26 front and 22 rear for Studebakers with 7.10-15 tires. A check with the shop manual shows the same for the 56J. I would assume this four pound differential would hold with higher pressures and radial tires. I owned an R-2 Avanti years ago and experimented with higher front pressure which helped a lot with the nose heavy understeer. I think this differential would go a ways in helping 56J handling. I wonder

how many people use this correct pressure? A classic example of differential tire pressures involved the Corvair which had the opposite problem of the 56J, notably rear heavy oversteer. The correct tire pressure for Corvair was 15 pounds front and 26 rear. With this differential they were excellent handling cars and you can bet nobody including Ralph Nader paid any attention to the correct tire pressure.

I'll keep you posted as to my restoration progress. If anyone has any advice on Ceramic Green paint, I'd appreciate it.

WILLIAM MATTHEWS NICEVILLE FLORIDA
February 18, 1999

I received the Authenticity Guide and the first two pages of the back issues. Thanks for the rapid response! I continue to enjoy the wealth of information you have provided and again compliment your work. Our GH, 6800021, was purchased new by my aunt and uncle in California in early 1956, and I first saw the car late that summer when I was a 13 year old car enthusiast. They drove the car until 1962, when my parents and I took it to Colorado for me to drive. I had many memorable times in this machine, and we have a picture of my wife and I leaving our wedding in it. When I went into the Air Force in 1966, I left the car with my parents, and they drove it as long as they were able. They did many things to maintain/restore it in the '70's and early '80's. It was repainted in original colors after being caught in a hail storm. The interior was redone using original fabric, I believe, but the vinyl is not original style. In April of last year, in preparation to move my parents to Florida so I could provide some care, I drove the GH from CO to FL. It was not a pleasant trip as the car was probably unsafe to drive at highway speeds. With only one delay to repair a leaking radiator hose, I felt fortunate. It appears the car was used or cared for very little since '85, so I've been catching up on maintenance. After a new brake system, new shocks, new center pin kit, new drag link, new exhaust pipes, radiator repairs, carb job, a tune-up and a lot of cleaning and small repairs, it is almost the way it was when I raced 409" Chevys! We have pictures of the car back to '56, and with the help of your information, I've noted several interesting things. As I mentioned in my earlier letter, the engine was replaced in 1956 and has no number on the top of the block. The chrome valve covers are plain, but I don't know if they are the S-P option or were plated along with the air cleaner, oil filter, oil filler cap and fan. The fan is the heavy, 8-rivet type. The firewall and inner fenders are white, matching the fenders. The painted panels in the side grills were painted black rather than white in the late '50s. The top and fins were white matching the hood from our earliest pictures. There

are no script or V-8 emblems on the front fenders. The trunk has been refinished in gray. Both the turn lever and gear shift lever are chrome. The Ultramatic is still doing pretty well, but I'm checking around for someone to maintain it. I'm looking into new front and rear springs, and following up on the radio repair contacts you provided--thanks! What color was the underside of the hood painted? I'm trying to get this cleaned up as it has only little remnants left from the insulator mat. Please send me the oil bath decal and generator and tach tags. I would also really appreciate a copy of the 12/73 TW 56J article. Enclosed is a check --a little help with the postage--and some current pictures of the car. Thanks for everything!

FORREST MEIGHEN AKRON OHIO

March 4, 1999

Here is a picture of my Hawks. One, 1956 Sky Hawk, one 1956 Golden Hawk, three 1957 Golden Hawks, one 1958 Golden Hawk. The 1963 GT Hawk is my son's car. We are quite proud of our cars. They all go to car shows and have received several trophies. I have tried to see if anyone else owns a Golden Hawk from each of the three years. Thanks for the newsletter.

PAM & DOUG JACKMAN MUSCATINE, IOWA

March 12, 1999

I've been meaning to thank you for the information (and copy of the 1/96 TW article) concerning our tachometer. Special thanks also to Geoff Fors (author of the article) and his letter to you of 10/98. I really didn't think our tach problem was simply a case of lubrication - - how could I be that lucky? - - but that's exactly what it was. I removed the tach back housing cover, per Geoff's instructions, ascertained the spot to oil, and applied, over a period of fifteen minutes or so, numerous drops of 3-in-1 oil. It now works perfectly. Many, many thanks!

Finally received our headliner from *Phantom Auto Works*. This was the last component of the complete interior we had ordered from Phantom in May, 1997. I recall member Bill Ladroga saying (2/97 56J ONLY) that it took some five months for him to receive his complete interior. In our case it took twenty months (5/97 to 2/99) but I suppose all's well that ends well. Headliner installation is proving to be a challenge. Dimensionally - width and length - Phantom's replacement panels appear to be identical to our OEM mouse-eaten panels, but they're almost twice as thick. This becomes a problem when you try to re-snap the plastic cross bows. Phantom's panels

are paper board backed by fiberglass. The fiberglass backing adds a rigidity not found in the OEM panels, and that rigidity (in my opinion) is part of the problem. I'd like to try a set of panels without the

fiberglass backing. I think they'd be easier to fit and wouldn't interfere with the refitting of the plastic cross bows.

By the way, Phantom's headliner panels now have the perforation orientation the same as our OEM panels (unlike the earlier Phantom panels reported by Bill Ladroga), but the hole spacing is closer together than that found on our factory panels. But then our car is a very early one (final assembly date 11-25-55) so maybe the factory panels changed with time. Regardless, Phantom's panels look just fine, if I can just get them installed.

Shifting gears (figuratively and literally) does anyone have, for sale or loan, the factory tool that is used to adjust the three-speed overdrive transmission shifter arms? The factory workshop manual makes reference to this tool but shows no picture. With the transmission shifter levers in the neutral positions and the shifter rods disconnected from those levers, the special tool is slipped into the base of the steering column where it holds the column shift lever in the proper position. Without this tool the adjustment becomes one of guess-and-by-golly, and attaining a smooth 1 - 2 shift is difficult. I would really appreciate anyone having information on this special tool to give me a call.

Seat belt colors - our car (P5634 Romany Red and Snowcap White) originally had the 8414 WC white and charcoal interior, for which we substituted the optional 8445 WRD white and red all-vinyl interior. Our original seat belts (option SP50060) are gray, and look rather ugly with the red and white seats. I recall, however, that color coordinated seat belts were an option on cars of the 50s and 60s, so maybe gray would be correct? From past issues of 56J ONLY (many thanks for your research, Frank) I see that 103 South Bend cars had our paint scheme but only five cars had red seat belts. It would appear then that most cars either had no seat belts or used gray. Any comments?

Enclosed is a check for a couple of the 4-1/2" x 2-1/2" patches. Apply the balance towards your cost. Thanks!

(Editor's Note: Doug & Pam sent the following on May 6, 1999)

As the probability of twelve inch snowfalls slowly falls below fifty percent, I bid you a Happy Springtime from the Heartland. Our Golden Hawk is on the road frequently, and made its show debut locally at a Special Olympics benefit, where it generated much favorable comment and resulted in a newspaper interview complete with photographs. I'll send you a copy if it puts me in a favorable light.

I had a problem with my brakes which is now solved, but will describe it in case it may be of help to others sometime. I had decided to restore our car without the power brakes it came with originally - nothing that can't be reversed - but the vacuum unit was just too ugly sitting there, and the owners of manual brake cars I talked to all said they had no problems stopping. I checked the part numbers of the master and wheel cylinders, and there was no difference. Imagine my surprise then when it was all I could do to stop the car. I had not realized that the brake pedals were different, and the one that comes with power brakes just didn't provide enough leverage to be effective without the vacuum boost. Happily, the "Budabaker" parts car that yielded the two-four intake system was also a manual brake car, and has now also donated the brake pedal and related hardware. Now all is fine in the braking department.

We attended an auction in Rock Island last month that offered, among a bunch of rolling goats' nests, a 56J. Not a bad car, but featured an incorrect (but presentable) interior and an aging paint job that needed redoing a solid #4 condition. It was running, but appeared to be mechanically original and unrestored. You could have heard a pin drop when the auctioneer opened the bidding at \$25,000! Needless to say, no bids were offered, and the car went unsold. Still in the Rock Island area, I assume, and probably will be for a long time. Just for grins, I sent for the production order from N & A, a copy of which is enclosed. I talked to the owner, who said he had acquired the car some years ago from a pair of elderly spinster ladies in South Dakota, and indeed in the glove box there was a thick packet of dealer paperwork, including the original prep sheet and bill of sale. The car was remarkably rust free, especially for a Midwestern car. I would have paid dearly for the trunk deck and the lower curb moldings, which were perfect.

By the way, I continue to need very nice or NOS lower curb moldings. If anyone has some for sale or knows of some, please let me know.

BOB EDWARDS JACKSONVILLE FLORIDA
March 26, 1999

Here are some interesting tid-bits. DON'T wait to hit that gusher. Change that flexible oil line (the one from the block to the metal line going to the oil pressure gage on the dash). I was lucky I had my hood up when it broke at the fitting going into the engine. I felt like the Beverly Hillbilly--Black gold everywhere. You can have one made at your local "Tubes N' Hoses International" This is part # 530096 (Illus. 0116-39) *COUPLING, gage pipe flexible*. It may still be available at

South Bend, I didn't check. If you can't see it, follow the copper tubing across the firewall and down to the flexible line. If you haven't had it changed it will be hard as a rock. Warning: don't move it until you have a replacement in hand.

Item 2. Almost as bad. No longer available and unless made illegally very hard to find. Part # 189888 (Illus. 0308-4) Coupling, Gas tank to fuel pump line. (Line from bottom of fuel pump to gas tank line). Cannot be made by just any old hydraulic hose refab house. Refab house must be DOT certified. This is a gas line and must be made to pass DOT specifications. Anyone who makes this is responsible for, and liable for damages should it fail. *Tubes N' Hoses* will not make it as they are not certified as yet. Mr. Carl Owens, President, assures me they are pursuing certification on all flex lines.

NAPA has discontinued the part number in its new books but still has some available. You'll have to ask a counter man (over 40 years of age) for Part No. 11041, manufactured by *Weatherhead- Fluid Power Components*, a *DANA Corporation* product. Price is right if you get there now: 8.39 / Net 5.99. Check your local NAPA this is a direct replacement, no cutting of fuel line or clamps required. Since the part number is no longer in the book EACH INDIVIDUAL NAPA store has to be contacted.

I'm certain you all know this one but just in case not, our Engine Oil Filter element was also displaced when NAPA updated their parts book from 1956 to 1958. Our filter is still Part # NAPA 1006 (Net \$7.49). It's referenced under 1958 Mercury I believe.

RICHARD ATKINSON GLASGOW SCOTLAND
March 22 1999

Always a pleasure to receive your Newsletters! Having purchased my late father's car, I am re-invigorating my sense of determination and purpose to restore the car. In the meantime, the car is still being kept by a good friend of mine in Plymouth.

My employers, the BBC, are soon to relocate me to Cardiff, South Wales. This will mean that the long haul from Plymouth to Scotland will now become a shorter haul. But, only after a new house has been built! The family will move down to Cardiff towards the end of June.

Your October 1998 issue of *56J ONLY* requested information to the car's interior. I enclose a couple of photographs, which admittedly, were taken six years ago when I first found the car, but I figure that you may be able to discern some details of the interior from

the photos. I also enclose a copy from the September 1998 issue of Classic Cars. As you can see from the article, I was finally able to trace the car again via the magazine.

With excited anticipation, I continue looking forward to collecting the car, bringing it home, and starting the lengthy process of cataloguing what is actually left of my late father's, once beautiful car. My mother (living in Boca Raton) testifies to that as a reasonable description. I shall keep you informed of my address and news as it develops.

GARY W. CAPWELL KEIZER, OREGON
March 28, 1999

As you probably know, my 56J developed a rattle on a trip to Tacoma Wa. in February. It turns out that the engine (a 374 from a Packard 400 Hdtp) had been completely overhauled just a few miles before I installed it in my car. I had piled up approximately 6000 miles on it since then, not knowing the actual condition of the engine, as I never disassembled it. What appears to have happened is that soon after its rebuild, it was in some kind of an extreme accident, under power, that stopped the engine dead. This fractured the babbitt material in the rod halves of the rod bearings. During the time I've had it, it was losing bits and pieces of this material even though I cared for the engine well, and finally #8 rod bearing lost more than a small piece that wedged itself in the oil space causing it to overheat the bearing to the point of melting. As I was running Valvoline 20-50 and slick 50 the molten bearing never stuck to the crank or spun! This brings me up to the real point of this letter, my learning experience with 1956 Packard V8 engines!

Even though my crankshaft was serviceable at 040 under for rod bearings and 020 under for mains, a conversation with a Packard authorized mechanic, who raced them in the 60's, led me to seek a crankshaft that was as close to standard as possible to minimize the thickness of the babbitt material. He stated that Packard had too soft a material for the bearings, and cast iron (instead of forged) cranks, these fallacies, along with an ill designed oil pump, were a continuing problem at the Packard shop. He said that they changed out many crankshafts at 25,000 miles or less because of these problems. He said that later in time (1959 to be exact) S-P did offer an improved FORGED crankshaft manufactured by *Atlas Crankshaft Co.* of California. He also said they installed many of the oil pressure relief valve tube kits mentioned in service letter 936, and that there was even a better oil pump available before S-P shut down, but he couldn't remember where they got it, or if

it was an aftermarket unit or not! He said that the Packard V8 was a very good engine, but like most other engines when they first went into production, they were having teething problems. The most prone to crankshaft and oil pressure problems were the 56 engines, because of their increased compression ratio (9.5 to 1 for the 352, and over 10 to 1 for the 374). He said that if Packard could have continued for another year or two they would have surely fixed all of this, but it was not to be.

After this discussion I delved into finding another crankshaft, and a camshaft (as a tooth on the distributor drive gear had been broken since the distributor was first reinstalled). I located a crankshaft that had good 001 under rod journals, but #3 main was worn seriously at 007 under, so I'm having it turned out to 010 under for the mains. I have since noticed that #3 main seemed to be a regular wear point on these cranks as I found 2 more cranks that were wearing the same, both these engines had stick transmissions behind them! Another hint the old guy gave me was that I should make sure that I keep the bearing oil clearances as close to the minimum (.0005) as possible.

Now I started looking into the notorious oil pump problem. Checking out the existing oil pump w/vacuum pump attached, I found it to be in nearly new condition. After reading all through our issues of 56J ONLY, and reflecting on my conversation with the old guy, my eyes fell on service letter 936 again. This time I decided to seriously read the entire text and try to read into its content any hints as to my direction to take with this perfectly serviceable part! I read that to check for proper oil pressure AT THE CYLINDER HEADS OF 6 TO 10 LBS and suddenly a light came on brightly. That's where all other Stude V8's hook up their oil pressure gauge lines! Well now, my old worn out 62 T cab has more oil pressure than that when it's hotter than a pistol, and I've been worried about needing to rebuild it!

I've now begun to search out all the parts in service letter 936, as well as shipping my GOOD oil pump to *Packard's International* for upgrade, at \$130. I seriously doubt that there is any possibility of getting too much oil pressure on this engine this way, and I feel almost certain that Packard would have, at the very least, included all these new parts on their new 57 models if they had the chance.

Next, I intend to find late model aftermarket bearings, instead of NOS units from Packard, as they should be of a newer more updated technology. Besides, I've always had good luck with *Clevite* bearings on rods. More later!

(Editor's Note: Gary sent the following on May 7, 1999)

Hey Guys, This is just an update to let you know how the old bird is coming along. I've got the long block done. *Standard Continental* rings (cast iron), new manufacture 010 mains from *Terrill Machine Co.* (real nice), and a set of 001 rod bearings from *Kanter* that were made by *Johnson Bronze Co.* that are apparently nickel(?) plated bronze filled steel and looked nice but had NO oiler slot! I installed the NEW oil pump that *Packards International* upgraded and the entire compliment of old stock S-P oil system upgrades. I also installed an oil pump gasket that the engine didn't have when I took it apart (and wasn't included in the @\$%^&?!*** overhaul gasket set), as well as the missing crankshaft oil slinger (NOS). The valve train is also revamped and installed. I'm now cleaning, painting and installing the manifolds, then I'll be getting into the old Ultramatic and checking it all out, as well as fixing (P)Park. I need to roll into high gear if I'm going to have her broke in by the International meet in S.D. I also have a 374 Packard cam with a chipped distributor gear tooth and a good Packard crank at 040 rods and 020 mains left over!

BRENT HAGEN PORTLAND OREGON
April 1, 1999

It's great to see the 56J group continue to grow. I've enclosed a recent list of all the 56Js in the Portland vicinity. I counted 19 cars in addition to the 3 I have parted out. Six are not on your list of 56Js. I have handed out several surveys recently and hope some more folks join us soon.

I've been sharing notes with Pete Olmstead, Geoff Fors, and Debra Shipione regarding paint and carpet for the Ceramic Green/Snowcap White color combination. For some reason the paint matchers have a difficult time getting a good match for Ceramic Green. If anyone has an exact match, I would like to have a copy of the recipe for the Ceramic Green.

I noticed in a back issue of *56J ONLY*, you included a list of accessories and a survey of cars that came with them. You have a star by the "anti-creep" accessory and the list shows 11 South Bend cars as having had this option installed. Both the preliminary and final chassis parts books show parts specifically for this option installed for the 56J only. The '56 accessory catalog states that this option is to be available on all '56 models. I am curious if anyone knows about, or has their 56J with this option installed.

A good friend of mine who is into Packards, recently bought an old issue of *SIA* which has a very good article on the 55-56 Packards. It also mentions and shows a picture of a Packard engine with Fuel Injection installed. The magazine says that it was originally thought that it would be used on both the '56 Packards and '56 Golden Hawk. I made a couple of copies of the article which I thought was very good. If you don't have it let me know and I will mail you a copy.

My Packard engine is running good again after replacing a cracked head. After getting it back together, I fired it up and was still getting white smoke out the left tail pipe. This was the same side as the head I had replaced. I was disappointed and put it aside for awhile. I just got back to looking at it some more. It turned out that there must have been some residual anti-freeze in the head. After running it for about 30 minutes the smoke quit and hasn't returned. I looked in the radiator after the thermostat had opened and didn't see any air bubbles. Also, no sign of water in my oil. By the way, contrary to popular belief, there are thick head gaskets that were made for the Packard engines. I have personally seen some made by both *Fel Pro* and *Victor*. There may be others as well. I put *Victors* in my engine. I am now in the process of replacing the rear axle assy. The original 3.07 was quite worn and I finally replaced it when the left axle busted on me on a busy street. I had replaced it with a 3.31 but I have not been happy with that ratio. I traded for a 3.07 TT which I am now installing.

JIMMIE FACKLAM LENEXA KANSAS
April 11, 1999

I just purchased another, my third, 56 Golden Hawk, in New Jersey this last month. The ID number is 6031089, the car is Mocha and Snowcap white, has all the chrome, paint and upholstery done. The three speed overdrive, clutch, and fly wheel are missing, but I have two complete sets of three speed overdrive to choose from already. The motor number 55-87 is out of a "55 packard 400". This car has power steering only. You might be interested to know that, in the trunk of this car was a notebook with an authenticity guide and three shop manuals, also there were all your 56J newsletters dating back several years. There was a set of new tail light housings, trunk handle, a Studebaker grill emblem, tachometer sending unit, hood hinges and trunk hinges, all new.

Since we last met in Austin, Texas, I have acquired two complete sets of 2x4 intake manifolds with all the carburetors, air cleaners, and throttle linkages, so I now have three complete sets of the 2x4's.

ED MEANS - LIBERAL KANSAS
May 5, 1999

Enclosed is a photo of my finished 56J. I am still looking for a steering wheel, or someone to repair my original wheel. I have an 18" wheel on the car at this time. I showed it at a local car club meet and was in the top ten, out of 70 cars. Not too bad for the 1st show.

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.

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.**

- 276 John D. Workman Jr. P.O. Box 216
Cedar Falls, N.C. 27230 336-629-9730
- 277 Dave Newton 2950 Wayne Sullivan Dr.
Paducah, Kentucky 42002 502-442-7988
- 278 Jerry Baily 4120 Belinda St.
Simi Valley, Ca 93063 805-522-0819
- 279 Thomas Aylward 3722 Shady Lane
Sandusky, Ohio 44870 419-627-2904
- 280 Lorraine Nauha 39 River Street
Middleboro, MA 02346 508-947-7149
- 281 Gordon Watts P.O. Box 5062
San Pedro, CA 90733 310-519-7790

- 282 Darryl Norenberg P.O. Box 901
Crescent City, CA 95531 707-464-3402
- 283 Mike Lantsberger P.O. Box 1327
Watertown, SD 57201 605-886-9758
- 284 Walter E. Oehler 327 E Klein Rd
New Braunfels, Texas 78130 830-643-0333

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

WHEEL ESTATE FOR SALE

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

1956 Golden Hawk 3 spd/od, PS, PB, red & white, Packard engine, Arizona car, nice condition, asking \$10,000. Bob Light 802-454-7724.

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 49425-9729.



I have the following items left from taking three cars apart to make one: complete automatic trans, power steering pump and gearbox, 2 front fenders (right is fiberglass), misc chrome pieces, 2 (57-61) hoods, complete 3:07 rear end assembly, complete 289 engine and auto transmission.

Ed Means, 1304 Elm, Liberal Kansas 67901, 314-624-6648.

1956 Packard 374" motor, everything new or rebuilt, all updates, have \$5000 in motor, best offer. Bob Light 802-454-7725.

NOS 56J PARTS FOR SALE 1539064 front motor mounts \$100/pr, 303710 R. window flipper \$125, AIRTEX 4299 fuel pump \$50, 440853 heat riser valve \$35, 440842 timing chain \$40, 1539037 base-jack \$20, 303584/5 sill plates \$150 pr.

GOOD USED 56J PARTS FOR SALE (\$30 EACH)
446740 L. exhaust manifold, 446741 R. exhaust manifold, 1539404 Extension L. exhaust manifold, 1539064 front motor mount, 6489495 rear motor mount, 440386 water manifold, 440893 intake manifold, AC2704 gas door guard. Shipping \$7 per item (up to 6 items - no additional charge over 6 items). Brent Hagen, 6220 SE 55th, Portland OR 97206-6800, 503-771-0604 or email brent.hagen@orport.ang.af.mil.

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

1 complete air filter, fan shroud, steering wheel, 4 hub caps for 1956 GH. Yvon Beaudry, 931 Principale, St-Paul D'Abbotsford, Quebec JOE 1A0, Tel 450-379-5707 from 7a.m. to 7p.m. You can call collect.

NOS front bumper p/n 1539589w, dual Rochester carbs (used in '55 or '56 Caribbean). Brent Hagen, 6220 SE 55th, Portland OR 97206-6800, 503-771-0604 or email brent.hagen@orport.ang.af.mil.

Factory wire hubcaps, also someone reasonable to do my interior in Tennessee. Richard Newmann, 314 Powell Rd., Tullahoma TN 37388.

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.

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 SOFTBOUND edition of the catalog is now available. Same as above, but without the loose leaf folder and color cover picture insert. \$20.00.

56GH PARTS CATALOG UPDATE #1 \$1.00.

1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE. Most of the peculiarities are documented in this guide with 30 photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories. \$15.00



STEERING WHEEL COVER

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



DECAL-APPLIQUE/TAGS/PATCH

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



CLUB ROSTERS (send SASE)

Prices include postage (SASE appreciated on small item orders).

Make checks payable to Frank Ambrogio..

IN THIS ISSUE

SPARK PLUG CABLE SUPPORT BRACKETS, IS THERE A LEFT AND A RIGHT?

DENNIS LAMBERT PURCHASES ENTIRE *NEWMAN & ALTMAN* PARTS INVENTORY TO FORM *STUDEBAKER AUTOPARTS SALES CORP., INC. SASCO*

ROSS BALL SAYS *BOSCH SUPER #7522* SPARK PLUGS BURN HOTTER AND CLEANER.

PETE OLMSTEAD COMMENTS ON THE 56J RECOMMENDED TIRE PRESSURE.

BILL MEIGHEN ASKS IF ANYONE ELSE, BESIDES HIM, OWNS AT LEAST ONE GOLDEN HAWK FROM EACH YEAR, 1956-1958.

DOUG JACKMAN IS LOOKING FOR RED SEAT BELTS AND NEEDS THE TOOL TO ADJUST THE TRANSMISSION SHIFT RODS.

BOB EDWARDS ADVISES EVERYONE TO CHECK THE CONDITION OF THE OIL PRESSURE GAGE HOSE AND FUEL LINE.

GARY CAPWELL DISCUSSES CRANKSHAFTS, CAMSHAFTS, AND THE PACKARD OIL PUMP

BRENT HAGEN HAS INFORMATION ON FUEL INJECTION FOR THE PACKARD V8 AND WANTS TO KNOW IF THE ANTI-CREEP OPTION WAS INSTALLED ON ANY 1956 GOLDEN HAWKS.

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