



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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All About 1953 - 1956 Doors Not All Doors Are Created Equal By Frank Ambrogio

Joe Hall commented on the Studebaker Drivers Club Forum that the doors on the 56J were different than those on the 1953 through 1955 Hardtops. This may be common knowledge among many 56J owners as well as other long time Studebaker fans. However, this was something I was not aware of, but a check of the parts manuals confirms Joe's assertion. Apparently the main difference lies in that sculpted area where the indent curves down toward the rocker panel.

Other contributors to that Forum also knew about this difference, which surprised me even more. Through the years, many people have so often called me the 56J expert, yet I'm constantly reminded that I'm *always* given far too much credit.

The photos of doors from cars of each year are included to show the difference. On the 1953-55, the sculpted area ends at or near the bottom of the door. While that end point on the 1956 Hawks is several inches above the door bottom edge.

Checking the parts manuals added some confusion to the mix. There were four different part #s assigned as follows:

- 1321364 1953-54 Starliners
- 308812 1955 Champion, Commander, and President State
- 311172 1955 President Speedster (This part number consists of the 308812 door and 311368 template to cut hole for ashtray.)
- 1314668 1956 Flight Hawk Hardtop, Sky Hawk, and Golden Hawk

There were obviously some other differences in doors of the various years besides the end point of the scallop. Photos of existing cars from the various years can't be trusted, as doors could easily be changed for one reason or another.

I contacted Archivist, Andy Beckman at the Studebaker National Museum who provided the following:

"We may be able to clear this up – The scallop on the 1953-55 doors is the same. It was shortened for '56, and then the short scallop door was specified as a service

substitute for the 53-55 models. I am pretty sure the mounting holes are the difference – we'll double check to make sure. According to our records, the Speedster used the long-scallop door – I refer to the attached photographs, both factory and restored.

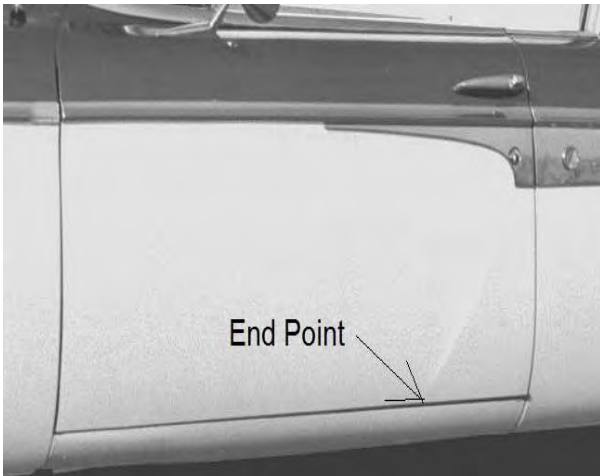


1953 - 1954 Champion, Commander, Starliner
Part # 302982 & 302983



1955 Champion, Commander & President State
Part #s 308812 & 308813

The Speedster door (and maybe all '55 doors) also carried a different part number as it had an additional cutout on the inner frame for the ashtray."



1955 President Speedster - Part # 311172 & 311173
 Photo courtesy of Andy Beckman,
 Studebaker National Museum



1955 Speedster With The Replacement Door
 Part # 310606 & 310607
 Photo courtesy Matthew Burnette

After further checking, Andy reported with the following:

Here you go, Frank!

Part #s 302982 & 302983 was the original release for the 53-54 door with the long scallop.

Part #s 310606 & 310607 with the long scallop was the production release for the 55 door.

Andrew Beckman
 Archivist, Studebaker National Museum
 201 S. Chapin St. South Bend, IN 46601
 (574) 235-9714, www.studebakermuseum.org

So, if I have all the facts straight, here is the result:

302982 & 302983

1953-54 Starliner with the long scallop - replaced by 1321364 & 1321365 with the short scallop

308812 & 308813

1955 Champion, Commander, and President State: Long scallop, different inner panel than 302982 & 302983

311172 & 311173 service only

1955 President Speedster: Long scallop and ash tray hole. This # replaced by 1321364 & 1321365 with the short scallop

1314668 & 1314669

1956 Flight Hawk Hardtop, Sky Hawk, and Golden Hawk with the short scallop.

What started as a simple notion that there were two styles of doors used from 1953 to 1956 ended up being a lot more involved. Still, the major point is that from 1953 to 1955, the doors had the long scallop. The doors with the shorter scallop were introduced with the 1956 model year. The scallop was discontinued in 1957.

Thanks to Joe Hall for enlightening me on yet another item of authenticity for our cars, and giving me something to write about in **our** newsletter.



1956 Flight Hawk Hardtop, Sky Hawk & Golden Hawk
 Part # 1314668 & 1314669

A very special thank you to Andy Beckman for taking the time to check this out for us. Without Andy's gracious help, we would know a lot less than we do now..

After more than thirty years of owning my cars, producing the 56J Parts Catalog, the Authenticity Guide, and the Restorers Guide video, I'm always amazed to learn something new. Now I wonder if I'm the only one who didn't know this. Now, get out there and check those doors!

Twice The Fun Or Double Trouble
 By Frank Ambrogio

Owning two cars which are the same year, make, model and almost the same colors, has its advantages. Any parts for one car will also fit the other, so one spare part is equivalent to have two spares. It can also be fun to confuse my friends who think I only have one car. "Hey Frank, I thought your car had the dual four barrel setup!"

But owning two similar cars can also present some drawbacks, especially as I get older and my physical ability as well as my brain function exhibit signs of diminished capacity. Here's one example:

I converted the tachometer from the original setup that included the sending unit, to an all electrical unit. The tachometer looks exactly the same when viewed from

inside the car, but there is no sending unit atop the distributor base under the hood. I did this conversion on one of the cars, with ease in the mid 1990s.

As the years have piled up, my ability to crawl under the dashboard has proven to be somewhat more of a challenge than it once was. If I try to lay under there today, I get dizzy after a couple of minutes. If I don't quit right away, I get sick and I have to sit still for about an hour.

The tachometer in my second car was always somewhat erratic. It would work for six months, then it wouldn't for a couple more. Some times it worked while I was driving and then it just stop working for no apparent reason. I know that adding a drop or two of a light weight oil can usually fix this problem, but I still had to remove the gage and then put it back. I decided to just convert the spare tachometer I had, and then make the switch.

When the converted tach was returned, I went to work to try to remove the old one. I've changed every gage in my first car, and the tachometer and clock are the easiest ones to remove. To remove the tach, all I had to do was disconnect the plug from the cable that goes to the sending unit, pull out the light bulb socket, and then remove one screw. The tachometer would then slide out forward from the dash and the replacement could then be slid in.

Unfortunately, the emergency brake handle and other assorted dashboard support hardware are in the way. Compounding the problem in this instance, was that I had to approach that screw from the top. Attacking that screw as the first step, it wasn't long before the dizziness appeared and I had to quit. This same scenario happened four or five more times over the next six to eight months. Each time I was determined to at least remove the tachometer before the dizzy feeling came about. Each time I had to give up without success.

On the last attempt, I went through the whole routine with the same result. Frustrated and dizzy, I sat there in the driver's seat trying to regain my sense of equilibrium. After a moment of reflection, I glanced to my left at the other car. Suddenly, a sinking feeling better described as stupidity came over me.

I was in the wrong car!

Yes, to my left sat the car I should have been sitting in. I'm not sure if I was in the correct car on any of my other attempts, but I'm hoping I was every time. I took this as a sign that I was not destined to replace that tach. I took the car to an electrical shop and



Which Twin Has The Tach?

convinced myself that the amount it cost me was money well spent.

For quite some time, I kept this secret to myself, but as the old saying suggesting that "time heals all wounds", I've told the story several times and it has always gotten a good laugh.

If you happen to own more than one car of the same year, make, and model, please take my advice. Before doing any work, make sure you brain is in good condition and doesn't take any unscheduled vacations.

Here We Grow Again

If you move, please remember me when you send your change of address information.

631 Bruce D Shaw SN 6031047
Vineland NJ Prev Owner Tom Baith

632 Walter Hultzschi SN 6030300
Unterschleissheim GER Prev Owner Bob Powell

633 John Kwiatkowski SN 6031884
Belleville PA Prev Owner Frank Ambrogio

634 Jim Knox SN 6800330*
Cold Spring NY Prev Owner Unknown

* = New (Not previously registered or reported)

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

How Many Are Left?

1956 Golden Hawks Registered/Reported/Scrapped

234	Registered Owners
297	Cars Registered By Owners
325	*Cars Reported But Not Registered by Owner
622	Total Cars Registered plus Reported
41	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

Mail Bonding

If you need help or can offer advice, share it with other owners. (Edited as required.)



Walter Hultzschi April 28, 2015

My Golden HAWK arrived today in Munich with car transport very well. I couldn't drive it because I haven't got a driving permission for the car. I'll see it tomorrow and give you some pictures in the forum.

Administrative "Assistance"

NOTE: Special notes and recurring items.

✓ **EMAIL CLUTTER:** I easily get 100s of messages a day, most of which are useless and interfere with the more important items. Please do not send forwarded mail to me. I just can't read it all. This includes anything not 56J related, especially jokes, E-cards, political and religious messages. Believe me, if you send it, I'll get it from 10 others also. Far too much aggravation for me!!!

✓ **56J ONLY Message Forum** Started by owner Scott Reid in July, 2002 for owners and fans to exchange information. Click on *56J ONLY Message Forum* on our home page.

NOTICE: If you want to contact me to include something in the newsletter, you must send it to me directly. You can do so through the [56SGHOR web site](#).

NEVER write me at the Yahoo address. Scan the QR Code with your mobile device.



✓ **56J ONLY, Electronic Version** of the newsletter is in color, and undamaged in transit. If you would like to receive it electronically, *and save me a buck*, let me know and send me your Email address. I will send you a notice when the latest version is posted on the web site. You can read it, download it, and/or print it at your leisure. If you are not able to view it on the web site, let me know and I'll send it as an attachment. Anyone with an Email address on file with me, will automatically receive the newsletter electronically. Let me know if you prefer to receive it by mail. The mangling, ripping, and stains are free.

Wheel Estate

Our infrequent printing schedule means ads may be a year old. Please let me know if a transaction has been completed. All prices are subject to change. ALWAYS check with the person or vendor for the latest pricing, shipping, and availability.

Cars

For sale: 1956 Golden Hawk in restorable condition plus all the premium quality NOS parts (collected over a 20 year period), plus specialty parts to restore it to concourse quality. Entertaining offers between \$20k and \$30k. Contact Bo Markham at 352-528-3304 or bomarkham@embarqmail.com (04-09-15)

For sale: 1956 Golden Hawk for Sale. 352" Packard V8, automatic transmission, PS, PB, radio, Green/White, damaged front fender and cracked passenger door window, Serial 6800570, \$8000.00. George Vranich 724-866-7087. (10-2014)

For sale: 1956 Golden Hawk. Gold in the center & White on the roof and lower body. Priced reduced to \$14,000, I could provide the full set of photos to anyone interested or you can see them on the 56J web site. Elaine Kordyban 6413 Wager Dr Rome NY 13440 phone 315-339-4847 email ekordyban@yahoo.com (09-2014)



For sale: 1956 Golden Hawk painted General Motors gold and Studebaker white. automatic with 51930 miles. new windshield, tires, exhaust system with chrome extensions. Wheel covers are not original but look great. Car is in Iowa.



No RUST \$32,000. Wilma Hummel 712-568-3315 wilmers@hickorytech.net (09-2014)

Other

For sale: PerTronix #1382 and PerTronix II #91382 Ignitor for Autolite IBJ-4001C & E distributors.

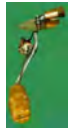
Matt Rosa Ponderosa Mustang, 850-857-1084 FORD6566@aol.com www.PonderosaMustang.com Mention "Golden Hawk Newsletter" (04-2015)

For sale: Large stock of Studebaker parts, 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. Over 40 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet IL 60432, 815-722-7262, Email: studebaker@mac.com (04-2015)

Adhesive Vinyl Inserts, for AC 2799 wheel cover. Enough for 4 hubcaps, with spare inserts. \$27.50 includes directions & shipping in continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone or Fax: 308-235-3386 rimpres@earthlink.net (04-2015)



For sale: Reproduction Fuel Tank Sending Units from KM Lifestyle, 12 Jacques Street Worcester, MA, 01603. Call (508)792-9500 Monday - Friday 9AM - 5PM (EST) for latest prices or visit their web site at: <http://www.mykmlifestyle.com/> (04-2015)



For sale: 1956 Hawk Taillight Lenses #1312681 reproduction, excellent quality. 1540137 Wiper Switch Reproduction. 1540135 Headlamp switch reproduction. Other parts also at <http://www.StudebakerParts.com> Chuck Collins, 2410 W. Freeway Ln., Phoenix AZ 85021 602-995-5311, chuck@studebakerparts.com (04-2015)

For sale: Packard V8 engines built to your specifications. I have a completely rebuilt 352"• long block in stock for \$3995. Can build custom 374"• to Jet Streak specifications. NOS Packard V8 hydraulic valve lifters made by Johnson, a major OEM supplier \$10.00 each. Cam Retainer Plate and Spacer - The factory engineers redesigned the oiling system to ameliorate the lifter clatter problems. The second-design cam retainer plate and spacer has been remanufactured in A2 tool steel and is now available. Don't rebuild your Packard V8 without it. - \$75. Oldsmobile V8 Oil Pump Conversion Kit - \$210, Oldsmobile V8 Standard Duty Oil Pump and Pickup - \$100, Oldsmobile V8 High Volume Oil Pump and Pickup - \$150. Re-Manufactured Packard Oil Pump - Vacuum Pump replaced by a 1/2"• cast iron bottom plate and triple the bearing area - \$350 and exchange of your pump. Neoprene Rear Main Seal - \$25. Reinforced Front Balance Damper and Neoprene Seal - \$100 and exchange of your damper. I have any and all new and used parts for your Packard V8. PM me PackardV8@comcast.net with questions or requests. For orders, send cashier's check, money order or PayPal to Jack Vines, 3227 E. 28th Avenue, Spokane, WA 99223 **Packard V8 Limited.** (01-2015)

For sale: 56J Parts: New! Mechanical Brake Light Switch \$12, Hawk Hydrovac mounting Brackets \$75/set, Hawk under dash tissue dispenser mounting bracket \$30, Upper & Lower Radiator Hoses \$20/ea, Fan & PS Belts \$10/ea, S/S "Check-Mark" mounting brackets \$15/pr, Speedometer Cable \$50, Ultra Front Seal \$20, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, 160 deg Thermostat \$9, Inner Fin mouldings (C-Chromew/mounting clips) \$95/pr, Sparkplug Wire Bracket Rubber Grommets \$2/ea

56J Tune-up parts: Premium quality solid core custom 56J & Packard engine spark plug wire sets. Please specify wire bracket type- early finger-type or later grommet-type, and single or dual carburetors. Cost is \$56 + \$12 shipping. Points \$6, Rotor \$10, Condenser \$7, Dist. Cap \$5-\$10-\$15, Spark Plugs \$15 (set of 8), Carburetor repair kits \$40.

Sample of NOS parts available: Fenders (inquire); Rear motor mounts \$65; R. Hood Hinge \$40; Dip Stick, Tie Rod Ends, Hood Spring Set \$34; 1956-58 Hawk RF window regulators: LF \$150 RF \$100; Ultra tail shaft seal \$20; Packard Exhaust gasket set \$25; 56 Hawk trunk lock housing \$85; 56 Hawk front fender spears \$85 ea/\$165 pr; 56 Hawk Inst lite sw \$35, Climatizer sw \$35; 56-64 Hawk RF fender ext \$35; 12Volt Spartan Low tone horn \$85, Front hood safety catch kit for double locking safety \$75

Rebuilt parts: 56J Starters \$225 & 56J Generators \$175 (\$75 core); Rebuilt water Pumps \$95 (your core appreciated), Rebuilt Fuel Pumps \$95 (\$75 core charge); Hood latches \$60, Revulcanized front motor mounts \$220/pr (exchange), Stainless wheel mouldings,

Used Parts: Lots of used 56J trim, switches, gauges, sheet metal, etc. Please Inquire.

New Radio Dial Glass for 1956-57 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like original, \$25 + \$4 shipping.

Rebuilt Packard water pumps for sale \$95, plus \$11.00 for shipping, (your core is appreciated).

Tachometers & Tachometer Sending Units: I can repair most of these. I also rebuild sending unit to tachometer interconnect cables.

Transmission Puke kit-II: Stop fluid from belching out of dip stick tube on start up. \$5 ppd.

Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800.

Email ghawk352@effectnet.com Ph 971-219-9687.

www.1956goldenhawk.com/hagen (07-2014)

For sale: 1956 Sky Hawk and Golden Hawk headliner trim bows. One set consisting of 3 pieces with ends tapered. \$89.95 per set (free shipping). Myron McDonald, 417-678-4466 or cell 417-229-2603 (01-2013)

Recast Steering Wheel PN 1540647, white, 17" just like the original. Contact us for price. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (01-2013)

www.shrockbrothers.com/steering_wheels.html



Air conditioning for 1955-56 V-8 Packard engine in whichever car it is in. You will need the third pulley and bolt for the crankshaft to drive the compressor. Modern, dependable, serviceable equipment starts with the Sanden compressor, 100-AMP alternator to keep your battery charged, and the electric cooling fan. **AC pulley and bolt** \$300.00, **Bracket Kit** for alternator & compressor including offset oil fill tube and all hardware, NAPA numbers for belts, etc. \$350.. Includes shipping and handling. **ALSO**

Ultra400 Automatic Transmission Conversion for your 1956 Golden Hawk to a TH400. Enjoy the difference and confidence. No puking overflow. More power to the wheels. Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132, Tel 800-775-7077. (01-2013)



For sale: AC-2754 Exhaust extension. Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and prevents gasses from marring car finish. ea. 1-104 Oil Filter Decal. 1-083 Valve Cover Decal (2 required). For

prices, shipping fees, and availability, Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, Website: www.studebaker-intl.com Email: jim@studebaker-intl.com (01-2013)

For sale: Many used 56 J Parts, Hawk doors and rear quarters, Packard V-8s, 3spd overdrive setups, Power steering pumps. Call for needs. Many Studebaker Parts Available. K Body Window Flipper Restoration, Stainless steel straightening, polishing. Very Good 56 Golden Hawk Hood. Dwayne Jacobson, 2620 Lake View Dr, Junction City, WI 54443. Phone 715-572-7292 email- studebaker56j@mac.com (11-2011)

56J Club Items

All Proceeds Help Maintain the Register

Some Items are free to view or download on our web site or can also be ordered on-line



\$38.00

1956 Studebaker Golden Hawk Parts Catalog. 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins (add \$25.00 foreign S/H).

1956 Studebaker Golden Hawk Authenticity Guide. Documents most of the quirks with 30 color photos and all decals shown. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$16.00 foreign S/H)



\$22.00

DVD and CD Items PDF format, viewable with Adobe® Acrobat® Reader (included).



\$20.00



\$20.00



\$11.00



\$11.00



\$11.00

1956 Studebaker Passenger Car Manuals on DVD. (Not for TV DVD player) Contains the files that are on all three CDs plus the 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, and the 1958 Shop Manual Supplement **\$20.00**

1956 Golden Hawk Restorers Guide on DVD Contains a video version of the Authenticity Guide with many new items discussed. **\$20.00**

1956 Studebaker GH Manuals on CD Parts Catalog, Authenticity Guide, Owners Manual, Accessories Catalog, and Warner Overdrive Manual. **\$11.00**

56J ONLY Newsletters on CD Contains all the back issues of 56J Only in .PDF format. **\$11.00**

1956 Studebaker GH Production Orders CD All 4073 Production Orders for 1956 Golden Hawks, produced directly from our data base. **\$11.00**

Copy of the Original Production Order for your car. Directly from microfilm, Send serial number. **\$12.00**

Decals-Tags-

Oil Filler Cap, blue/buff \$ 3.00

Oil Bath, yellow/black \$ 4.00

Seat Belt, red/black/white (need 2) ea. \$ 3.00

Generator Field Terminal Tag, red \$ 1.50

Tachometer Sending Unit Tag, red \$ 3.00

Club Rosters send Email or SASE (Registered owners only)



Make Checks Payable to

Frank Ambrogio.

Scan the QR Code with your mobile device to go to our web site.

In this Issue

- **Joe Hall** points out that the doors from 1953 through 1956 were not all the same.
- **Frank Ambrogio** reports on the advantages and disadvantages of owning two cars of the same year, make, and model.
- **Walter Hultsch** gives some details on his recent Ebay 1956 Golden Hawk purchase.
- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice with this issue. You must respond or you will be dropped from the mailing list.
- **Do not forward email** (jokes, politics, environment, religion, etc.), to me that is unrelated to our purpose. I just can't keep up!!! All you accomplish is to provide my email address to others, including spammers who send more junk!
- **Mobile device users** can scan the QR-Code shown on the bottom of the **56J Only Club Items** section to go directly to our web site.



**FRANK AMBROGIO
31654 WEKIVA RIVER RD
SORRENTO FL 32776-9233
USA
ADDRESS SERVICE REQUESTED**

PLACE
STAMP
HERE

MAIL TO: _____



For the Type "J" Personality