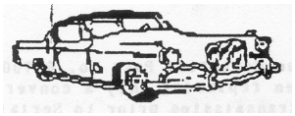
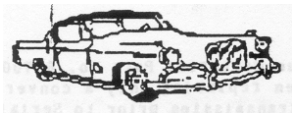


THE HAWKEYE



THE OFFICIAL NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK INFORMATION EXCHANGE CLUB

KEEPING A WATCHFUL EYE ON INFORMATION CONCERNING THE 1956 STUDEBAKER GOLDEN HAWK

NUMBER 003 ESTABLISHED JANUARY 1, 1989 AUGUST 1989

Thanks to those of you who sent me a copy of the original production order for your car(s). These are available from Newman & Altman 405 West Sample Street South Bend, Indiana 46621 for $15 00. Production orders for Los Angeles produced cars give accessory and option code numbers which are different from South Bend and there does n't see m to be a any record of what these codes stand for. Does anyone know ? Instead of showing AC-xxxx, it lists numbers such as 55 and 60. I would like to make this our p rime project fo r t his period to see if we, t he experts, ca n come up with the solution. (See last paragraph on page 17 of June 1989 Turning Wheels, Random Notes by Fred K. Fox.)

I have checked my parts manual to see if gold GOLDEN HAWK script was available in 956 and it lists both chrome and gold for the 56J. I guess it is possible that some 1 956 Golden Hawks came with the gold script. One member, Tom Snyder with car * 6032686 purchased in 1970, said his car has the gold script on the trunk. It is possible, of course, that this may have been changed from chrome to gold during the first 14 years. One of my cars has the gold script on the trunk also, but I know that it was changed from chrome to gold by the previous owner.

I have included a car listing in this issue. I am trying to list the cars showing the colors and equipment they had on them when they were new. Don't panic if your car has power brakes and I don't show it, and you have sent me a copy of your original production order. Unless I made a mistake it is because it wasn't shown on your original production order.

I have also included a new roster and as you can see, we have more that doubled i n size since the first roster was printed in issue * 00 1. I will have to revise the format for future issues or there will not be room for anything else. I have had to really squeeze to get what I could i n this issue.

I was able to get part of this issue printed at a reduced rate (2.5 cents instead of 6 cents per side) so I made it more pages and paid for the extra postage wi t h t he savings.

HIGHLIGHTS OF LETTERS:

FROM MIKE KRUG, MARSHALL, MICHIGAN JULY 1 6, 1 969

My valve covers are chrome with the word "Packard" stamped in them in script. The car came with an extra set of these identical covers. Is there any chance that they were the optional covers or were they just transferred from a Packard model? They look very attractive on the car, and even if they aren't original, I will leave them on. (NOTE: As for as I knov, the chrome accessory valve covers for the 1956 Golden Hawk, AC-2796, looked exactly like the regular silver valve covers and did not have the Packard script. Anyone else know more about this?).

I have two small needs for my car: The 'lights" script (plate) located an the dash, and a replacement plastic shifter handle. The car is equipped with Goodyear 205-15 radials with the fairly wide white wall (the tires that were equipped with the Dodge Diplomat). It handles tremendously better with these tires and the wider white wall looks very attractive.

FROM JIMMY FACKLAM, LENEXA, KANSAS JUNE 26, 1969

1 am enjoying the HAWKEYE newsletter, and have enclosed a production order on my 1956 Golden Hawk. I purchased this Hawk about 12 years ago at Emporia, Kansas which is about 75 miles South of Manhattan, Kansas where it was originally shipped. I am goi ng to put a 1955 Packard engine with 45,000 miles in the car because the original engine block is cracked. I also have a complete 1956 Hudson engine with a two barrel carburetor.

After reading the last newsletter, I believe I will use the oil pump from the Hudso n engine. I am going to have it bored out and a bushing installed with a new shaft. I have talked to people from the Packard Club and they all advise me to have a bushing and new shaft since Packard never put bushings in the pumps.

A friend of mine from Kearny, Missouri worked for Packard fo r about 40 years as District Manager. He will bore the housing out and put in the bushing and turn a new shaft to fit bushing for $80.00 which I intend to do with the Hudson pump. This friend comments this was the biggest or only problem.

HIGHLIGHTS OF LETTERS

FROM JOE PARTON, JUNE 19, 1989
CARRIER MILLS, ILLINOIS

Enclosed is a copy of the production order for our car. We have not had any trouble with the original lifters and the original oil filter decal is intact, but the steering wheel is in really rough condition.

We have gotten most parts we need from NAPA. Also, we need the short cast iron exhaust manifold extension that is on the driver side, that doesn't have the flanges broken.

FROM JIM McKEE, JUNE 22, 1989
WEXFORD PENNSYLVANIA

As promised, enclosed is a copy of the production order for my car. I reviewed the accessories on it against those you listed in the June '89 issue of THE HAWKEYE and was able to identify everything but AC2302. (NOTE: This was found to be the rear seat speaker kit.)

Also enclosed please find my check to help with expenses. The contacts I have made as the result of THE HAWKEYE have proven invaluable.

FROM TOM SNYDER, JUNE 29, 1989
DYERSVILLE, IOWA

My family and I just returned from our annual camping, boating, and nature photography trip up north, and I have many things in rough draft before me on many subjects.

In Rochester, Minnesota and points on North, leaded gas is almost nonn existent. Whichever stations had it were advertising in big letters at $1.49 and up with no lack of business.

Please find 3 sheets describing my method of attaching door posts and body to frame. I hope they are not too difficult to understand.

I sold (very cheap) the dial for the automatic to one member as a result of the newsletter and now seem to have misplaced my overdrive cable. Hope someone can help.

I wanted to send a copy of our local paper from last summer about my Hawk and the local Studebaker dealer, but I evidently sent the last copy to Laurence Swanson. I bought this car in 1970 for $80, and that was what it was! Since last summer it has been in my home town's Sesquicentennial parade, two show where Studebakers were not welcome, and the movie "Field of Dreams" filmed right here in Dyersville.

My 56 (6032686) had GOLD script on the trunk lid when I bought it (1970) and script on the front fenders. Hope my serial numbers agree with this or I have just added more confusion. (NOTE: Tom is the first person to indicate that gold trunk script came on he 56 GH.)

If you keep tripping 8 amp breaker, instead of replacing with 30 amp one, try freeing up heater otor or replacing. This can shut down a complete car at the most embarrassing time. Second, try cleaning the dash switches with WD-40. My instrument light switch was the culprit and this cured the problem.

Power brake units can still be on old (1950's) Cadillacs and the 1960' International Jeep type vehicles. The hole between the two pistons has to be cleaned out with a #22 wire, carefully! This helps the boost come close to Studebaker specs. The master cylinder is available from local auto parts stores for the above vehicles, also, and is a direct bolt-in.

Another small item to think about is the flexible brake hose from fram to rear axle. When mine went bad, it was impossible to find the correct thread size to fit the spliter on the rear axle. The splitter for the two brake lines on the axle can be replaced with a brass one from a 1955 Chevy with no problem and allows use of standard fittings.

Dream department: I have corresponded with some 1956 GH members and exchanged pictures. What do you think of having members who want to, **send a picture of their Hawk to me**. I am thinking of making a composite of 1956 GH's and maybe interesting some magazine in using it, or all, for ad same as T-Birds and Mustangs have. Ours is as beautiful and definitely deserves the exposure. Any $ above expenses would help cover costs of mailing, or whatever.

NEW MEMBER

Wayne Leduchowski
385 Dunbeath Avenue
Winnipeg, Manitoba R2K 0H2 Canada
Phone 204-661-0897
Serial # 6031261 Engine # K1201
T-85 3 speed overdrive transmission

Wayne's letter arrived a few days after I had the roster printed. Please add this information to your roster and car list. Wayne is member # 47

FINAL NOTES:

1. Remember to send a list of items you want to see reproduced to Lewis Dandurand.

2. If you have a spare picture of your car, send it to Tom Snyder.

Reference: Studebaker CK coupes 1953*1964
Body to Frame supports

Page 1-Required pieces
Page 2- Assembly

Assembly is easier with rocker panels off and front and rear fender at least loose at bottom.

Use 1/4"inch bolts liberally to attach 66 inch piece to body,both from above and from the side.

The rubber piece fits into the hollow Hinge pillar support with a little trimming with a hacksaw. The rusted metal should be trimmed away at the bottom to open up the bulkhead. Use of a carriage bolt allows it to be tightened without turning and expand the rubber for a very tight fit.

Assuming the wing out from the franc is reasonably solid., it is sandwiched between the welded brace and a 5 inch piece of flat iron. Use of at least two bolts keeps the brace from twisting.

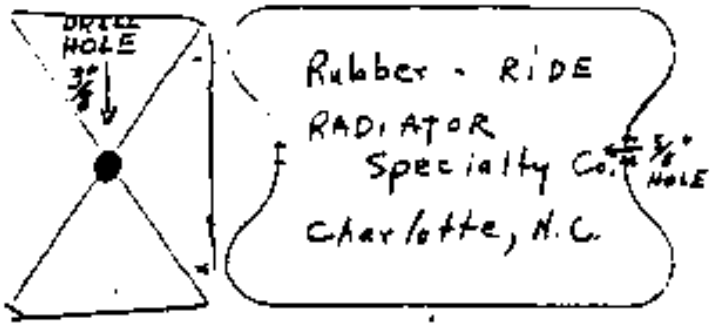
REAR BRACE

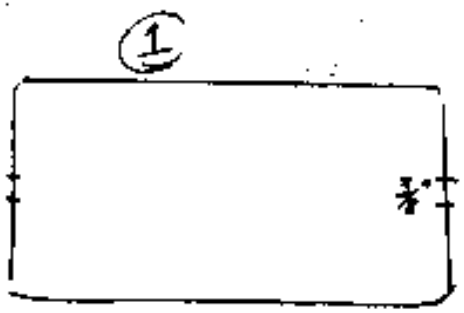
This brace fits best right behind what brace material is left in the original sub-floor box and directly under the brace inside the car when rear seat is removed. Use the old bolt holes but bolt through the brace inside. Remove the old tube the bolts go through and replace with the pipe. Use of round head bolts and heavy washers make the bolts disappear under the seat edge.

Because the old sheet metal braces may have wrinkled and settled you may have to Jack up the car body (using the 66 inch piece) before fitting the rear brace.

Finally; be sure to spray everything with a can of undercoat.

'This method has proved very durable., and does not look out of place. After 18 years my doors and windows line up and have stayed that way.

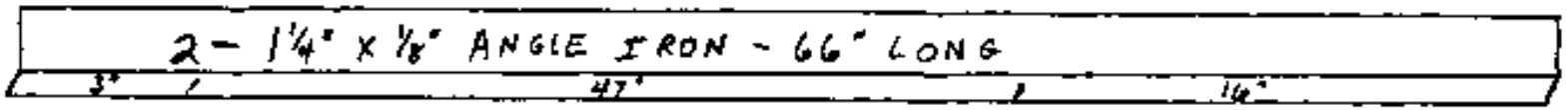


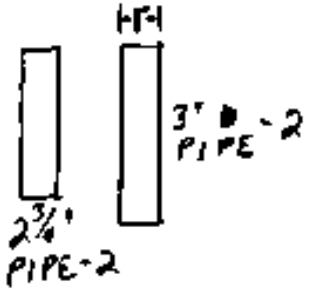


REAR COIL SPRING STABILIZERS

NAPA # 704-1279

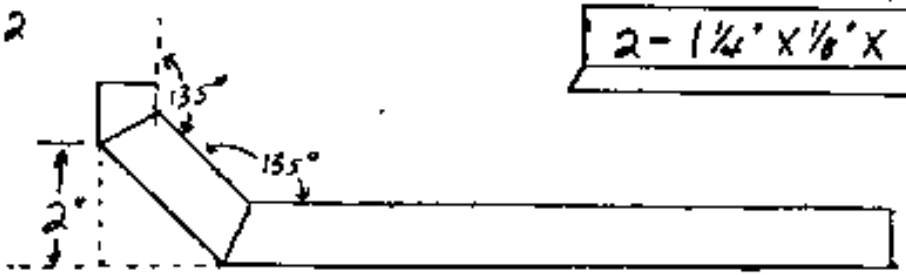
1 for EACH SIDE



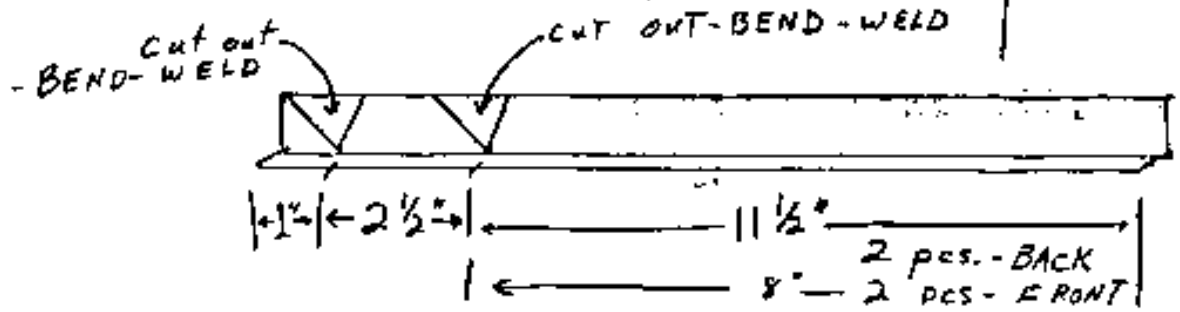


REAR PCS.

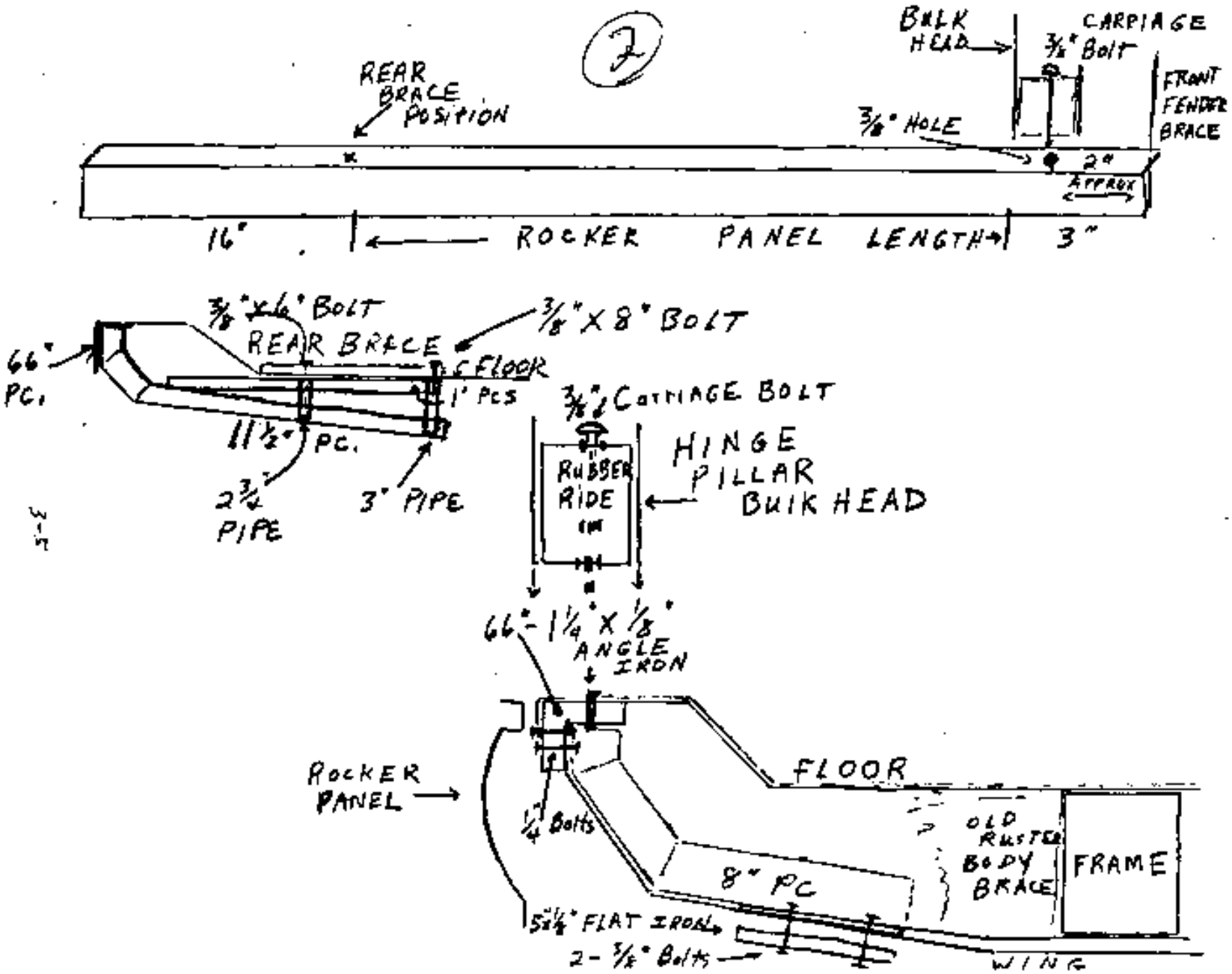
2 - 1¼" x ⅛" x 1' ANGLE IRON



← 4 PCS.



1¼" x ⅛" ANGLE IRON


2
BULK HEAD
CARRIAGE
3/8" Bolt
FRONT FENDER BRACE
REAR BRACE POSITION
3/8" HOLE
2" APPROX
16"
ROCKER PANEL LENGTH
3"
3/8" x 6" Bolt
3/8" X 8" Bolt
REAR BRACE
FLOOR
66" PC.
1" PCS
11 1/2" PC.
2 3/4" PIPE
3" PIPE
3/8" Carriage Bolt
RUBBER RIDE
HINGE PILLAR
BULK HEAD
66" - 1 1/4" X 1/8" ANGLE IRON
ROCKER PANEL
1/4" Bolts
FLOOR
OLD RUSTED BODY BRACE
FRAME
8" PC
5 1/4" FLAT IRON
2 - 3/8" Bolts
WING

To: 56 Golden Hawk Information Exchange Club

Received the June news letter and was happy to see the wealth of info contained in the letter. The data as shown below provides info on what I have been involved with to keep my Studes "on the road".

Tires - I utilize 205/75RI5 radials on all my Studes (6). No problems have been noted on any of my 6 Studes.

Shocks - I utilize Sears No. 93792 gas shocks for rear shocks (56-62). One mounting end requires a bushing from old rear shock. The other mounting must be sleeved to the 7/16 in. bolt diameter. The length of the shock is identical to the original Stude shock (extended and collapsed lengths).

Packard Engine Motor Mounts - I rebuilt the unservicable Packard en- gine motor mounts by usin- pieces of !/2 in. thick hard rubber. I first removed the old rubber from the old mounts. I then welded a 1/2 in NF nut to the back-side of the mount (engine side). I then took two pieces of 1/2 in. thick rubber and glued them to the mount to obtain the required 1 inch thickness. I utilized a third piece of 1/2 in. thick rubber and cut it to fit the underside of the frame section at the frame steel motor mount area. A 0.080 inch thick piece of sheet metal was cut to fit the under side of the frame steel motor mount section and fitted 1/2 inch thick rubber piece. A 1/2 in. diameter NF bolt of the proper length is utilized to hold all the pieces to the frame mounting hole (see enclosed drawing of mount). The bolt goes through the 0.080 thick plate, through the 1/2 inch thick rubber piece at the under side of the frame, then through the frame to the motor mount to the nut on the backside of the motor mount. The bolt is screwed to the nut welded to the back-side of the Packard motor mount. My 56GH had regular 289 VS motor mounts when I purchased the car. Needless to say they were inadequate for the Packard 352 engine. The motor mount that I constructed seems'to work very well.

Ignition Components I use only Standard "Blue Streak" components including steel wire spark plug wires.

Tools.- Rear Axle Puller. I have fabricated an axle puller for removing the rear axles/bearing races from the Spicer 44 differ- ential/rear axle. The puller consists of a piece of pipe and a piece of steel. As shown in the drawing (Figure 1), the puller enables re- moval of the rear axle/bearing by simply tightening of the rear axle nut. The puller cost less than $1.00 to construct. This tool has served me well.

Rear Brake Drum Removal. I utilize a PROTO 4001 for rear brake drum removal.

Front Wheel Bearing Race Removal. I utilize a large washer cut in two pieces which fits the brake drum/hub assembly inner hub and outer edge of bearing race. I use a lead pipe to drive against the washer sections thus driving out the bearing race. This method avoides gouges that might occur using a drift punch to remove races.

Body - Undercoating. I utilize Classic Enterprises GRIP 1000 under- coating for frame and body sections. This product seems to work well.

Paint Primer. I utilize DP-40 two-part epoxy primer on all body sections prior to application of a primer-surfacer.

Jobs I Have Completed. - The following provides a listing of the jobs I have completed on the 6 Studes I own:

Front coil spring replacement (3 cars).
Rear leaf spring replacement (3 cars). minor engine rebuild (I car).
Three speed transmission overhaul (I car)
Rear axle bearing replacement (2 cars).
Engine replacement (I car).
Body repair/paint (3 cars).
Front end tie rod replacement (3 cars).
Front end steering pivot shaft/bushing replacement (1)
Pitman arm replacement (56GH).
Engine/motor mount replacement (4 cars). Brake jobs (all).
Disc brake rotor and caliper replacement
Front wheel bearing replacement (3 cars). Carburetor rebuild (all).
Clutch replacement (I car).
Window regulator replacement (3 cars). Door hinge replacement (I car)
Dash panel instrument replacement (2 cars) Seat upholstery
Distributor replacement (2 cars)

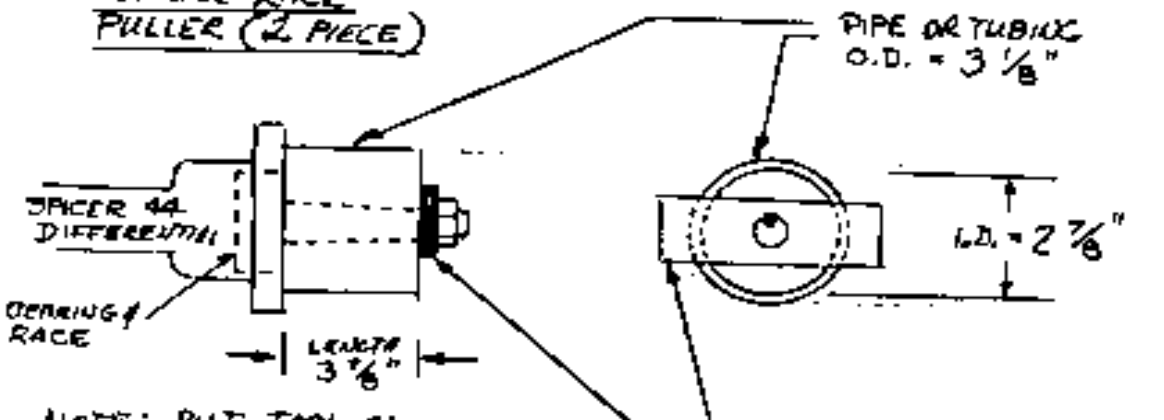
Additional Data on my 56GH. There is no evidence that the front fenders of my 56J used any script or emblems. The trunk utilizes chrome script and chrome trunk emblem/lock. Both rear fenders had emblems (badges) identical to that utilized as the grill emblem for the 56GH. These were mounted at the rear of the rear fender (3 in. back of gas tank filler access door on left side). I too found pencil written names and numbers on the inside of my rear fender fiberglass fins.

Trouble Shooting Brake Problem This case involved one of my 62 Hawks. The car would occasionally loose all brakes. The brake pedal would go to the floor. The condition was intermittent and usually occurred when the engine was warmed up. After checks for wheel cylinder leaks, it was decided to replace the master cylinder. Problem occurred again. A second master cylinder was installed and the problem would reoccur after driving the car for 20 minutes. On one of the test drives, it was noted that the brake lights were on after the car was parked. This led me to believe that something was wrong with the brake light pressure switch for the brake lights. The pressure switch was replaced and no more problems occurred with the brakes. Because the brake light switch was mounted higher than the master cylinder, any leakage to the atmosphere would result in air being.allowed in the brake lines. Thus because air is compressible, pressing on the brakes would merely compress the air in the system) allowing the brake pedal to go to the floor (no brakes).

My Stude Involvement. I have owned Stud@es sincl 1953. 1 have not had a car in a repair shop in the last 17 years.

Claude 0. Sevon
10720 S.E. 290th St.
Auburn Wash. 98002
Phone (206) 735-3127

FIGURE 2
REAR AXLE
BEARING RACE
PULLER (2 PIECE)

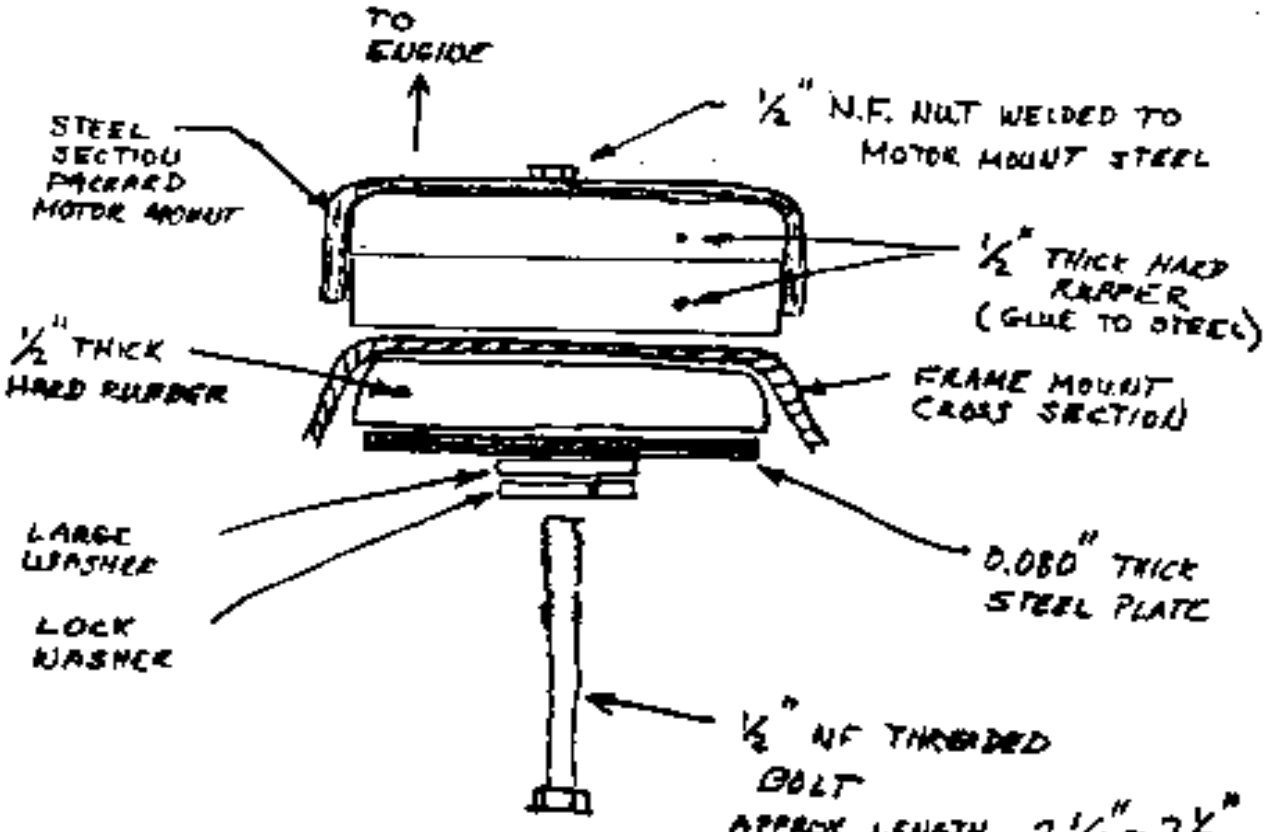


NOTE: PUT TOOL ON AXLE FLANGE TIGHTEN AXLE NUT TO PULL AXLE & GEARS WITH BEARING RACE

STEEL BAR WITH AXLE KEYWAY TO LOCK AXLE 0.125 IN. THICK

DRAWN BY C. SEVON

MOTOR MOUNT 56 GH 352 cu in ENGINE



DRAWN BY C. SEVON

NEWS OF INTEREST: Member Luther Jackson informs me that he is working on getting new steering wheels made. If enough of us are interested, we may be able to get a quantity discount. We need to find someone with a good, preferably new, steering wheel who is willing to let us use it for a pattern. Please let Luther know if you have a new wheel or are interested in buying one when they are made. The price will probably be over $300 so don't write to him unless your are serious.

Luther also informs me that the starter solenoid shown in the interchange list in issue #001 was incorrect. He states (as did Joe Hall) that Echlin ST-103 should be used instead of Echlin ST-112 but is missing the 12 volt terminal. Please make this change to your interchange list.

Member Chuck Naugle told me that he tried to talk Dennis Lambert at Newman & Altman, into giving him a better price on production order copies in their slow time since had 5 cars. The answer was "we don't have slow time." It would have been nice to get a price bread, but that's the way life is. If you have several cars, I don't expect you to spend a fortune on getting production order copies unless you feel it is worth it.

The Following letter by Ed Thomas of Webster Groves, MO appeared in Old Cars Weekly. I loved the outcom and I thought you would like to read it also, with all due respect for the Plymouth Fury. Ed's letter follows:

GOLDEN HAWK VS FURY

Dave Druicy's Feb 23 column on Furys brought to mind an incident I thought might be of interest to your readers.

In 1956 there were sports car races being held near Coffeeville, Kan., on an old airstrip remaining from WW-II. I was there watching all kinds of sports cars in various events. The announcer that day was using the flad bed of a farm truck as his stage. Beside the truck sat his new Plymouth Fury.

The announcer tried to keep the audience interested with various bits of information relating to racing. Between two events, he had something special to announce. There was a fellow in the crowd who had a Studebaker Golden Hawk and he'd encountered another fellow who had a Plymouth Fury. They had done a certain amount of bregging about the relative power and speed of their respective ars until it turned into a challenge of a drag race. There was a quarter-mile strip marked off that was used on weekends by local dragsters.

The announcer could hardly contain himself, he was so excited about this added event. It was going to do him good to see this Hawk owner eat his words. He couldn't imagine anyone challenging a Fury - right there in front of a large audience. He laid it on thick - too thick as it turned out.

The cars were warmed up, lined up, and someone gave the signal. They were off amid smoke and burning rubber. It was no contest. The Hawk embarrassed the Fury by a large margin.

The announcer quieted down a bit, but began making excuses for the Fury. "Perhaps it wasn't in tune" he said, or "perhaps it was the driver." His co-workers on the stage began to tease him and then egg him on. "If you don't think that was a fair race, let's see what yours will do", they said.

The audience had temporarily lost all interest in sports cars. The announcer finally accepted the challenge, handed the mike to someone elxe, and got off the stage. He drove his Fury around the track a few times for a warm up. The he lined up with the Hawk. The driver was more than willing to accept another challenger. The race was over in seconds. It ended much like the first one.

The announcer parked his car, climbed back onto the truck and finished announcing the feature races of the day - no more bragging about the Fury.

This is not to put down the Fury. It was a fine powerful car and I've always been a MoPar fan, but this wasn't its day. I've often wondered iff the announcer went out the next day and traded cars.

Studebaker

PASSENGER CAR SERVICE LETTER

NUMBER 936 DATE May 22, 1958

SUBJECT ENGINE OIL PUMP RELIEF VALVE TUBE KIT FOR CORRECTION OF HYDRAULIC VALVE TAPPET LETDOWN - 58J GOLDENHAWK

Hydraulic valve tappets that intermittently become noisy at idle speed or at speeds of 40 to 60 M.P.H. after the oil gets hot in most cases has been caused by air getting into the oil pump and gallery thereby interrupting the oil supply to the tappets.

To prevent this condition, engine oil pumps for production have been revised to include a threaded plug in the open end of the bore for the oil pressure relief valve and spring. This threaded plug also acts as a retainer for the oil pressure relief valve and spring. This revision began with engine production of April 10 with the following engine numbers:

K-1638 with Ultramatic
S-4063 with Overdrive

For Service, we have released an engine oil pump relief valve tube with attaching parts which can easily be installed on the oil pump in place of the relief valve spring retainer. The small end of this tube points downward into the oil in the oil pan thus preventing any air being drawn in past the relief valve. This engine oil pump pressure relief valve tube kit is identified as part number 6484613 and may be procured on order from your parts warehouse. In every case where intermittent hydraulic valve tappet noise is encountered on cars with engines before Nos. K-1638 and S-4063 this kit should be installed. Where the car has been in service less than 12 months or 12,000 miles, we will honor your claim for parts and 3.3 hours labor per car for installation.

TUBE INSTALLATION

1. Remove oil pan and pump assembly.
2. Remove cotter pin from oil pump relief valve and discard relief valve spring retainer.
3. Check relief valve for being free, it should fall back and forth from its own weight. Clean up with crocus cloth if necessary to free up valve.
4. Enlarge the cotter pin hole by drilling through with a 5/32" drill. Be sure to wash the oil pump thoroughly after drilling.

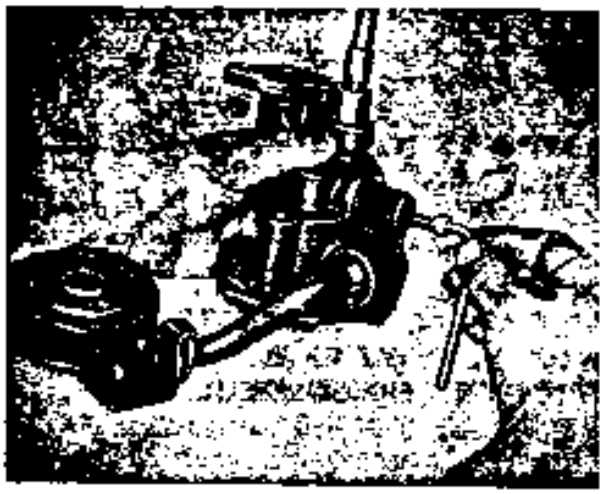


FIG. 1

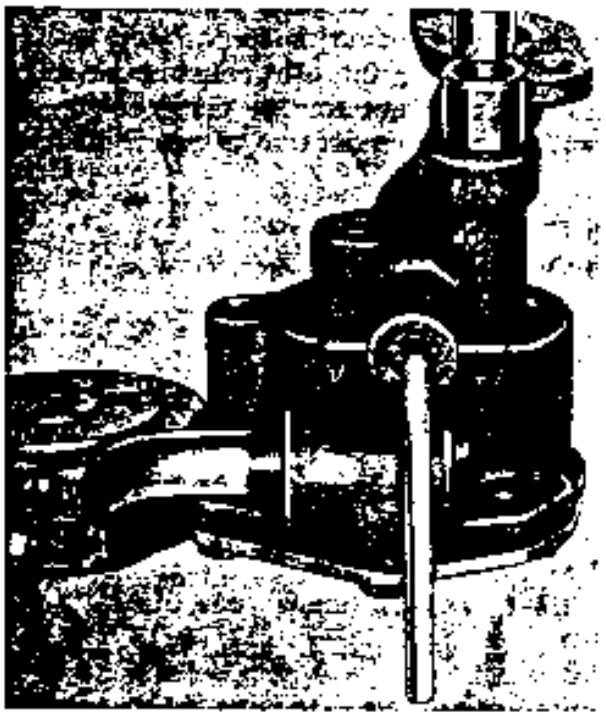


FIG. 2

5. Install the relief valve and spring, start the flanged end of the tube in the housing with small end of tube pointing downward. (Toward bottom of pump). (See Fig. 1).

   Carefully drive the tube into the housing with the back side of flange just past the cotter pin holes. A tool can be made up locally for driving in the tube by using a small steel sleeve that will fit in the relief valve opening and cutting a slot in the side of the sleeve so it will straddle over the bend of the tube.

   Drive a roll pin in each side of the cotter pin hole with their inner ends just touching the tube to hold it in place. (See Fig. 2).

   Make sure the float operates freely before reinstalling the pump and oil pan.

6. If the oil pan screw holes do not line up when installing the pan, cut 1/4" off the rear roll pin with a hack saw and bend the lower end of the tube inward and forward slightly.

When installing the oil pump tube kit on cars with engines prior to K-1150 and S-2064, the valve spring baffle kit Part No. 6464396 should be installed. This is important for oil consumption control as noisy tappets will develop if the oil level gets too low. At the same time the possibility of oil fouling of spark plugs will be greatly reduced or eliminated.

The installation instructions are as follows:

A. Remove the rocker covers and remove rocker shaft bolts. Lift off the rocker shaft and lever assemblies.

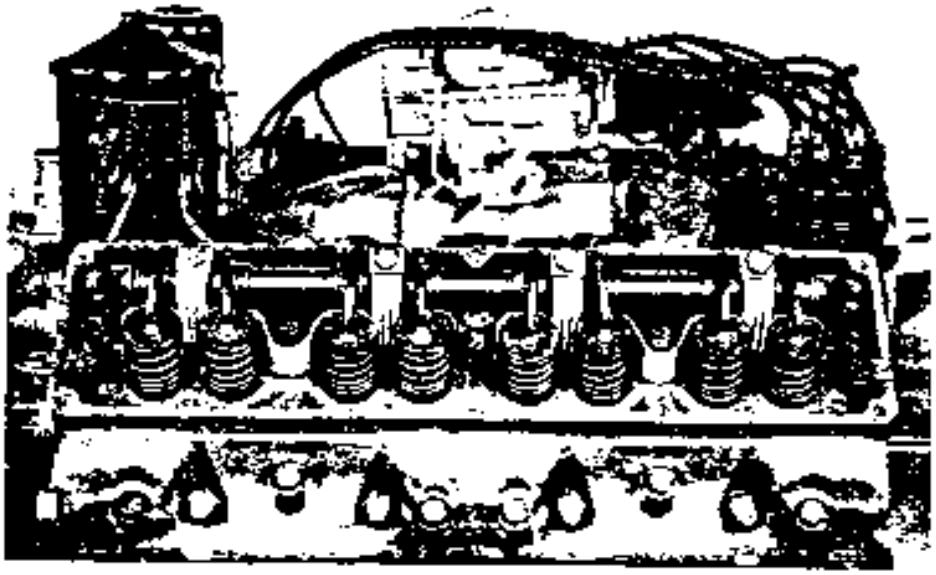


FIG. 3

B. Position the baffles on rocker assembly, lining the bolt holes on baffle with bolt holes on rocker brackets. (See Fig. 3). Replace rocker assembly on cylinder head. Replace the rocker shaft bolt lockwasher with the square type lockwasher. Install the rocker shaft bolts, make sure the push rods are in the sockets of the levers and torque tighten the rocker shaft bolts 55 to 60 ft. lbs. Be sure the square lockwashers do not turn with the bolt, as the baffles might be distorted.

C. Check clearance between the baffles and the valve springs. If touching, bend the baffle away slightly with a screwdriver. Install the rocker cover using new gasket.

D. Do not remove the intake valve rubber oil deflectors.

In all test cases thus far where we have installed the oil pump tube kit, intermittent tappet noise has been corrected. However, if after the installation of the oil pump tube kit, tappets continue to be intermittently noisy, the probable cause then is an excessive oil leakage past the camshaft thrust plate or main bearings causing low oil pressure in the gallery. Under such circumstances you should --

a. Test the oil gallery pressure at the 1/8" opening in the left cylinder head that supplies oil to the oil filter and at the corresponding 1/8" opening at the rear of the right cylinder head.

   The gallery pressure should test 6 to 10 lbs. at 400 RPM with hot oil.

b. If the gallery pressure is below 6 lbs. at 400 RPM, install a new camshaft thrust plate, part number 6480918, and spacer, part number 6480917. The new thrust plate and spacer provides intermittent oil feed to the timing chain instead of a steady feed, resulting in a higher gallery pressure.

c. If the preceding corrections are not 100% effective, we recommend replacing the main bearing shells to obtain a minimum bearing clearance of approximately .001".

There are several other conditions which might cause tappet noise which we are listing here for your ready reference:

1. One or more tappets that are continually noisy is generally caused by dirt under the tappet check valve and in most cases can be corrected by disassembling and cleaning the tappets thoroughly.

   If the tappet has run noisy for a length of time it may be punished to the point where replacement will be necessary.

2. If the push rod and socket in the rocker arm is worn, the rocker arm should be replaced with the latest type rocker arm Part No. 6440471 (right) or Part No. 6440470 (left).

Roy B. Bender
General Service Manager

RBB:WFG

HIGHLIGHTS OF LETTERS:

FROM LEWIS DANDURAND, TUCSON, ARIZONA JULY 16, 1989

I am in contact with Lee Schmidt in El Cajon, Ca who is in on remaking the grill & trunk emblems - I talked to several 56GH owners at Las Vegas and they all are in need of at least 2 I need to know just how many could be sold if a new batch is made up

A friend of mine runs an Avanti fuel pump on his 1956 Packard 2 door hardtop with the 352". I will look into having the plastic (headliner) bows extruded. Shouldn't be a big problem I haven't found anything yet on radiator hoses I will be looking into these , and keys also, as time allows

NOTE: Members, please let Lewis know how many grill/trunk emblems you need, and any other parts you would like to see reproduced

FROM GARY OAKLEY, LUBBOCK, TEXAS JUNE 15, 1989

I am interested in publishing a comprehensive and professionally printed manual listing interchanges, substitutes, fixes, etc for the 1956 Golden Hawk (later to become a part of a larger manual covering all Hawks). I have copies of what's available, including "You Can Drive a Studebaker Forever" and it is so poor that it is of little value

FROM MIKE BARANY, GLENDALE, ARIZONA JULY 18, 1989

Classic Concepts is offering matted prints of 1956 Golden Hawks (among other cars) Write to Larry Cron 46 Knight Road Ext Framingham, Ma 01701 or call 617-877-7773 (NOTE In order to save space, I am not reproducing the flyer from Classic Concepts)

FROM PATRICK SCHAFER, PHILO, CALIFORNIA JUNE 21, 1989

I too need headliner, bows, rear trunk emblem and I also need information on heater defroster climatizer I only have a heater that might have been added later (I have air conditioning added) I wonder if any 1956 defroster heater fit? My carburetor linkage isn't there either, a coat hanger seems to be doing the job rather well.