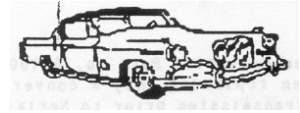


THE HAWKEYE



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 005

ESTABLISHED JANUARY 1, 1989

FEBRUARY 1990

Welcome to the first issue of our 2nd year together. I expect this year to prove even more interesting as we search for more information concerning the car I call "the illegitimate offspring of orphan parents", the 1956 Studebaker Golden Hawk. I want to thank all of you for the information (and expense money) you have provided. Keep up the good work.

Nice things have been written about us in Turning Wheels (see note) by Fred K. Fox and Richard Quinn, and I thank them both. We have gotten about 30 new members as a direct result of those stories. I have received calls from people who wanted to talk to the 1956 Golden Hawk "Expert." I always explain that there is no such animal. We have all been reading the same information as it appears in these issues, so WE ARE THE EXPERTS! Of course, our abilities and skills differ and that helps make our group special. I think the phrase, "I can't tell a flywheel from a fly swatter" pretty well sums up my mechanical ability.

Some of the most often asked questions concerning the cars and the club are:

1. How many are still around? Member Bill Glass sent me a paper from Automotive Information Clearinghouse of La Mesa California, which indicates that there are 233 nationally, including 9 in New York. The claim to use registrations by make by state, U.S. production figures by make/model by manufacturer, their own comprehensive computer model of make/model/year extrapolation, U.S. salvage figures by state, and their own experience factors. You can deduce what you want from all that. I would have guessed over 500. Maybe we will be able to answer that for ourselves as we gather more information.

2. How much are dues? I only request that you submit your car's serial # to me (any other information is appreciated).

3. Can I get back issues? I am keeping master copies so anyone joining will get all of the back issues.

4. What are the paint colors used on 1956 Golden Hawks? I think we have done a pretty good job of covering paint colors. If anyone is having trouble getting paint (most formulas are available from RM-SUPERMAX but many of the tints required in those formulas are obsolete), contact Ray Winstead of Automotive Paints Ultd, Route 1 Box 108T, Roxboro NC 27573 Tel 919-599-5155. He told me he can mix any 1956 Studebaker color in any paint type. He quoted a price of \$138.60 for 2 gallons (1 Doeskin and 1 Mocha). He has paint charts so all you need to tell him is the color you want.

5. Do you have any information on upholstery? I don't have anything yet on upholstery, but I have a friend in Jacksonville who is trying to locate a dealer's upholstery book for me. Perhaps something will turn up.

I received a nice letter from Don Curtis, SDC Chapter Charter Chairman. Don states that there is a 1958 Golden Hawk in his Father-in-law's estate. It is powered by a 320 CID Packard engine with overdrive and air conditioning. The engine was N.O. S. out of a crate in 1969 and has approximately 40,000 miles on it. The glass, dash, and most bright work are good to excellent. Proper brackets, hangers, cross members, & mounts were used from a junk GH to put this car together.

They are asking \$1200. Contact Don Curtiss, RR 1, Colo Iowa 50056, Tel 515-377-2745.

(NOTE: We are NOT affiliated with the Studebaker Drivers Club in any way, however I tend to assume that everyone in this group is also a member of SDC, Inc. For those of you who are not familiar with SDC, Turning Wheels is the official monthly publication of SDC. SDC dues are \$18.00 per year and the address is Post Office Box 28788, Dallas Texas 75228-0788. Telephone 1-800-527-3452).

To: Hawkeye (December 1989)

Notes on 57 Silver Hawk Restoration

Side Grill Restoration - The side grills which require restoration must first have the painted sheet metal pans removed from the chrome grill pieces. These are removed by grinding/filing off the bosses which are used to attach the pans to the grill pieces. Prior to sending the chrome pieces out for re-chroming, the bosses are drilled and sheet metal screws are utilized to cut a thread in the bosses to allow reinstallation of the sheet metal pans using sheet metal screws after the chrome plating is completed. The chrome pieces are then sent out to a chrome shop. The metal pans are stripped of paint, then primed with a suitable primer and then a finish coat of paint is applied. After receipt of the chrome grill pieces, the metal pans are re-attached using sheet metal screws. A two-part epoxy is then used to lock the heads of the sheet metal screws to the pan surface. The two-part epoxy is also used between the pan underside and the grill to ensure that no pan vibration occurs.

Trunk Weather strip Channel Restoration - This area may have pin holes due to rust out. I utilize a thin strip of galvanize sheet metal cut to fit the bottom of the channel. A two-part epoxy is used to coat the bottom of the channel and the strip of galvanized sheet metal is then placed at the bottom of the channel to form a new surface area. The piece of galvanized sheet metal is then clamped to the bottom of the channel until the epoxy cures.

Roof Drip Channel Restoration - The seam filler material used to seal seam areas of the roof rail drip channel is first removed from the roof rail drip channel. This allows access for removal of any rust which might have occurred beneath the seam filler material. After clean up of the rust areas, the channel of the roof rail is then sanded and repetitively cleaned with a solvent. A two-part epoxy is then used in lieu of the seam filler to cover the entire inner surface of the roof rail drip channel and to seal seam areas. The area is then painted with primer prior to applying finish coat.

Two-Part Epoxy - The two-part epoxy that I utilize is 3 M Structural Adhesive or Scotchweld (P/N 2216 Part A&B). This product provides great adhesive strength and is somewhat flexible after curing. Use of a two-part epoxy which is not flexible is not recommended.

Headlight Switch Repair - To repair an inoperable headlight switch, I used the following method. The switch is clamped in a small vise with bat handle down. The metal tabs at the back of the switch are bent up allowing separation of the switch parts. The switch is spring loaded so care must be observed to ensure removal of back plate without losing any parts. After separation of parts, the contacts are sanded flat to remove any corrosion and to obtain equal height of the contacts (row of 3 contacts and a row of 2 contacts). I utilized 180 grit sandpaper laid on a flat surface to sand the contacts flat. The insulated strip is subject to deformation due to moisture. If deformation has occurred, the "fish" paper must be replaced with a material not subject to moisture deformation such as fiberglass epoxy or bakelite. I used 0.013 inch thick fiberglass sheet material to replace the "fish paper" insulator. The parts are then cleaned and the switch is re-assembled. I did not use any grease before assembly. The original manufacturer used a small amount of grease to allow easy throw of the bat handle. I do not recommend use of any grease as it is an insulator. I have repaired two switches in the manner as described above.

62 GT Hawk Floor Board Repair - The floor board of my daily driver required repair as water was entering the car if I drove over a puddle. I decided on a temporary repair to get me through the winter. The first step of the repair involved removal of undercoating on the bottom side of the floor board. The Wagner hot air gun was used to heat the under-coating and a putty knife was used to remove the undercoating. I then utilized the Eastwood Co. hand operated nibblers to cut out the area to be replaced. I utilized a spot weld remover to remove the spot welds which weld the floor board sheet metal to the body brace which runs below the floor board. These three tools have been used in a like manner for other rust-out repairs. Again I felt that the job of removing the rusted out section would have been difficult without the tools mentioned. After removal of the rusted section, I used a piece of cardboard to obtain a pattern for the area to be repaired. I cut a new piece of sheet metal for the repair area again using the hand operated nibbler. Prior to putting in the new sheet metal I utilized two formed sheet metal pieces as strengthening ribs to tie the remaining floor board into the body brace. I utilized sheet metal screws to attach the new sheet metal to the remaining floor board and to the strengthening ribs. It is a solid repair and is believed to be as strong as the original floor board before rust-out.

The two tools for removal of rusted-out sheet metal sections are available from:

The Eastwood Company
Auto Restoration Tools and Techniques
Phone: 1-800-345-1178
Part No. 6281: Mini Nibbler \$ 28.95
Part No. 5202: Spotweld Cutter \$ 12.95

Swap Meet News - I attended a local swap meet and was able to purchase some sheet metal parts including R/L front fenders and R rear quarter panel. As a result I now have some fenders for sale. Anyone interested in replacement steel fenders should contact me.

Center Hub Caps - Packard Farm now has available the center hub caps as used on the stainless steel wire wheel covers as used on 53-56 Studebakers. These wheel covers are commonly referred to as "Speedster" wheel covers. I ordered three sets one of which will be used for my 56 GH.

Wire Wheel Covers - I have an extra set of stainless steel wire wheel covers which was an accessory option for the 56 GH. I would be willing to sell a set of 4 stainless steel wire wheel covers (used) complete with newly reproduced center caps for \$ 500.00 plus shipping cost.

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

NOTE: member Ron Grim Quoted we start runnin&r wanted and for sale ads. I think it5 a nod idea, however, please remember it may be several months before your ad will appear due to our printing schedule. Ado will run for one issue only. Just drop me a note to continue your ad for another issue and indicate any chances at that time.

LETTERS (NOTE: Please check your roster if you need to contact a member)

**MYRON MCDONALD 22 E. CHURCH STREET
AURORA, MISSOURI 65605 417-678-4466**

I received your reply to my letter and would like all the back issues. If possible, would you put my name & phone # in your next issue as wanting to buy a 1956 Golden Hawk?

(NOTE: I listed Myron's name in issue 004, but he sent me a very generous check to help with the expenses and seems very interested in our favorite car, so I thought I'd do it again. If you can help Myron, please give him a call.)

GEORGE & MARY LU MARONEY MEMBER #32

We would like you to know how much we have enjoyed your newsletter, THE HAWKEYE. We have obtained more information from our three issues than all of our other sources.

Our car is nearing completion. Most of the body work is done. I have to finish the interior and engine. I have one large problem. I have mislaid or lost the oil pump to our engine and have been unable to locate one. Hopefully, one of the members of the club may know where I can obtain and oil pump.

(NOTE: I obtained an oil pump from Joel Ray of Patrician Industries, Inc. 20408 Crylysle Dearborn, Michigan 48124, Tel. 313-565-3573. If anyone can help George, please give him a call.)

HOWARD R. HINSHAW MEMBER # 16

If anyone has a 1956 GH with loose steering and worn bell crank bearings, replace the two needle bearings which are Torrington #R-1612 and is .750" long with Torrington #B-1616 which are 1.000" long. The extra length will contact an on worn point on the bell crank pin and eliminate all loose motion at this point.

The upper A-frame bushing is MOOG K-3044 or Harris 62099. NAPA #267-1162 is Harris #62137 and can be used if filed or turned down from the O.D. of 1.278" to 1.255" (the original bushing size.) The lower bushings are MOOG K-3045 or Harris 62095.

BILL GLASS #50

Here is the NEWMAN & ALTMAN spit out on our car. What is TRIM 8444 WO VINYL 345? I have a lead on a "Continental Kit", what's your opinion. Does anyone have knowledge about seatbelts that came with a Golden Hawk? My dad's were factory installed and were mounted to the door as I remember. I would like to get my hands on a full set.

I located a new steering wheel from a SPEEDSTER, but it has a full circle horn ring. Would points be taken off at a meet?

I have installed all the underfloor boxes and supports from Classic Enterprises, while not an easy job, they seem to work. The gentleman sent me some extra parts after I discovered that the full length box was TOO WIDE and I had to remove one inch on the entire side and replace the side panel.

I am a bit confused about the frame strengthener, is it needed? What I saw of my frame looked pretty good.

In the last 36 hours, Ellen and I mounted the doors and I have started to paint all the inner fenders. We will be assembling soon.

I finished painting the roof and metallic green but instead of CRONAR clearcoat, I used DUPONT'S URO Clear. It looks absolutely great.

(NOTE: There are many strange notations on the production orders such as XAC or BZ, I have no idea what these mean. I don't have any info on the trim as yet. Members Bob Edwards and Lawrence Miller have cars with the continental wheel and they look pretty good to me. It is a matter of personal preference. I am guessing that these are an aftermarket item as I haven't noticed a part # for them in the parts manual. Does anyone know more about this?)

RANDY CAVOLI MEMBER #7

I don't know if you are going to York in March, but I will be selling parts again. The black 56 Golden Hawk parts car I had (ser # 6032553) no longer exists. I took everything good off the car and junked the rest. I have osme decent used parts & could bring them to York for sale at reasonable pices. These include: starter, generator, 4 barrel manifold, water pump, distributor, & some stainless trim.

My car # 6030510 has what I would call traction bars (I guess the right name would be radius rods.) I'm not talking about a rear sway bar, but bars that run from a bracket on top of the axle to another bracket welded to the frame. It looks like a factory set-up but the other car I had didn't have them. Do any other member's cars have these?

I've included two photos of the original trunk mat installed in the trunk of my car. The mat didn't cover the area where the spare tire goes but does cover the upper shelf.

(NOTE: The trunk mat in the photo is a light brown, almost burlap looking, and in no way resembles the houndstooth pattern and material of the mats which are being reproduced and sold by many vendors. The mat is listed on Pg 351 of the Body Parts Catalog as #299756x1, MAT, trunk floor - K7.....White, Brown, Gray.)

MORE LETTERS

DON GIRVAN MONCTON NEW BRUNSWICK

Regarding the trunk script, Frank, mine are gold. On the back of the "GOLDEN" script - ROTH 3 1314773, so I know they were original. These scripts showed the same wear & tear as the balance of the car.

I used a heavy industrial black corrugated flexible exhaust hose, used for exhaust in building etc., for my duct hose in the 56J. Fit perfectly. As you know, I've stuck to as close to original upholstery as I could as well as most other parts of the car. I don't know weather I'd advise doing so to a new owner. I think I would drive it as a first priority. Originality would not be as important. I should have been driving my car about 13 years ago. Live and learn, hopefully.

I would like to know if there is an acceptable method of imitating the gold wash on the hubcaps without electroplating. How to do and where to purchase. Please advise.

I don't have much to contribute at this time Frank, but I did write a piece in our defunct local chapter newsletter that could be of interest to our new mutual friends. Use as you wish.

(NOTE: Don and I have been corresponding since 1984 and it was this activity which prompted me to start this club. We own identical cars and searched for upholstery together (via mail to no avail.) He sent a very meticulous article on REFINISHING YOUR PRIDE & JOY which I hope to use in a future issue.)

BOB WASHINGTON BALLSTON LAKE, N.Y.

I've enclosed 2 production orders. One for my original GH and the other is for a "new" GH my Son-In-Law, Jeff Darrell, just acquired from Bill Phillips of Cohoes, N.Y. It looked like a complete basket case on first viewing, but he had some great parts which could enhance my car so we bought it and hauled it to my house.

After cleaning, it really didn't look so bad so Jeff is taking it up to Maine to store in his barn and then we'll decide what to do next. It is 99.5% complete, but it would be a major restoration project. In the meantime, we'll consider parting with it for \$2200 (my cost) to some other fanatic. Just give me a call if you are interested (518-877-8652.)

I'm very interested in your external trans cooler. Mine is connected to the radiator cooler and I'm concerned. Can anyone give me more details (where mounted, etc.)

Hoping I can meet all of you at the Mass. Meet next summer.

TOM SNYDER DYERSVILLE IOWA

It was OK to print my modifications (body to frame supports) as you already know, but the real bummer is that no one else thought much of my idea about the photos. (NOTE: Tom had requested us to send photos of our cars to him.) Even the publishers have not responded to letters of inquiry about the idea. I still feel the idea of getting '56 Golden Hawks in ads is a good one.

The article about our club in the latest TW was real nice. If you have any other ideas of how to promote our Hawks to the media, let me know. I'm always to punishment and letter writing.

JIMMY A. FACKLAM LENEXA KANSAS

I just had the oil pump rebuilt by a man in the Packard club after reading your article on oil pumps. I used the pump out of the 1956 Hudson 352 CID which you recommended. *(NOTE: I think Jimmy is referring to Joe Hall's statement in issue #002, that the Hudson/Nash oil pump was the "most desirable of the three".)* He machined a new shaft and put bushings in the housing. He also agreed it was a better pump than the Packard pump. The charge was \$75.00.

He further told me about the use of a front motor seal that just pressed into the front housing perfectly, eliminating the old rope or cloth type seal that was used. The seal is National Oil Seals # 472924 and is available from NAPA Auto Parts stores. I checked here in K.C., this seal is used on John Deere gear case. Cost about \$7.00. I thought you might tell some of the other 56 GH owners.

EDWARD ROSS BALL, JR. LORENA TEXAS

I have a 1956 Golden Hawk with less than 33,000 actual miles. I am the third owner. The second owner purchased it in 1959 and I bought it in 1986. It had been stored from 1961 till 1986.

I am fairly new to the Studebaker hobby, but a real "Studebaker Nut" friend stated that my car did not have a 352" engine. He said it is a 374" with 4 barrel carburetor, and the serial and engine numbers match the production order.

It was rumored that Studebaker substituted 374" engines for the 352" engines at the end of the 1956 production year. I was not familiar with the visible differences between the two engines.

(NOTE: Does anyone else know anything about the engine substitution?)

AND MORE LETTERS

VINCE HABEL COLUMBIA PA

I wrote to Fred Fox on some of the questions you asked. I'm enclosing his reply for you. I don't have numbers but here are two Keystone members with 1956 Ghs. Larry Michael R.D. #2 Box 11 Hughesville, PA 17737. His car has Crager mags and two four barrels.

Robert Knopp 507 Hinkson Blvd. Ridley Park, PA 19078. His car has wire wheel covers and was converted to a 3 spd/od.

P.S. For those wanting to go the high performance route, I'd advise against starting with a lower HP transplant. I understand they have cast crankshafts whereas the 275 HP and up have forged cranks.

(NOTE: Vince has been maintaining info on all 56-58 GH owners and sent me all his 1956 owners records. Fred Fox stated that Studebaker used woven trunk mats through 1960. If anyone knows any of the two people mentioned above, how about trying to get them to join us?)

DICK PAUL DAVENPORT NEBRASKA

Enclosed is the production order for my car and a check to help with postage. Thanks for the generous package of the first (4) newsletters. I've already learned more specific info from those newsletters than Turning Wheels furnished in 15 years. Good luck with the roster.

(NOTE: it does my heart good to read comments such as the above, but in fairness to TW, we are specializing in one year and model car. Thanks for the PO and the \$\$\$.)

DEBORAH SHIPIONE TUCSON ARIZONA

Wanted to let you know that I picked up some 1956 Golden Hawk parts in California. I thought you might want to note this in case anyone is in need of any of them.

I have a dash without gauges, radio, standard crankshaft & camshaft (used), 2 sets of intake valves (1 new), 1 set exhaust valves (used), 1 new timing chain, 1 set new rod bearings, 1 complete wiring harness, 1 horn button (used), 1 wheel pulley, switches (all working) for lights, dash lights, etc. (address is 1685 W. Ina Zip Code 85074)

56J ONLY

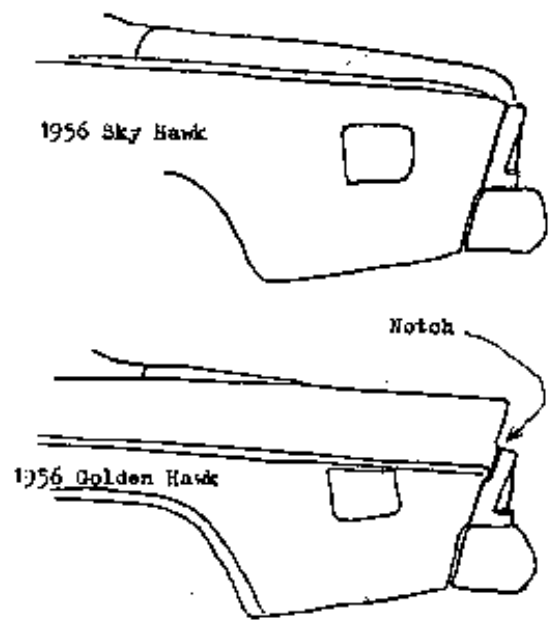
I'd like to devote the next few pages to items which are unique to the 1956 Hawks in general and the variations used on the 1956 Golden Hawks.

When Studebaker-Packard created the 1956 Golden Hawk, they did a lot more than stuff that big 352 CID engine, with optional Twin Ultramatic transmission, under the hood. They made several other modifications which distinguished them from the other 1956 Hawks and later model Hawks.

The most obvious difference is the fiberglass fins mounted on top of the rear fenders. The other 1956 Hawks do not have fins and the 1957 and later Hawks have different style fins made of metal.

Because of the fins, the 1956 Golden Hawk tail light assembly is slightly different in that it has a small notch on the outside edge which mates to the back of the fin and the rear quarter panel. As with many other 1956 Golden Hawk one of a kind items, the left and right tail light assemblies are not interchangeable. The 1957 and later Hawks had a totally different style tail light assembly.

The tail lights are listed on page 213 of the Chassis Parts Catalog as BODY, Right, tail lamp - K # 1314382 and BODY, Left, tail lamp - K # 1314383 and are listed for 56J ONLY.



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STAINLESS STATEMENTS

Not quite so noticeable is the placement of the side trim on the fenders. The 1956 Hawks had the stainless about one inch above the fender form line while the 1957-58 Hawks had the trim right on the form line. Because of this, the front fender moulding from a 1957-58 Hawk (or 1959-61 Hawk) will not fit on a 1956 Hawk.

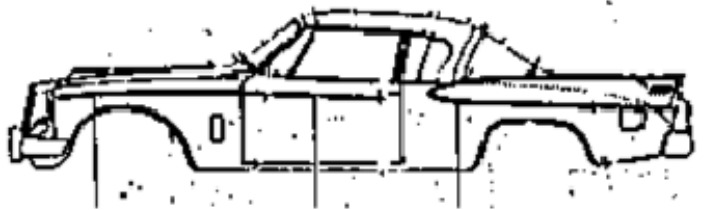
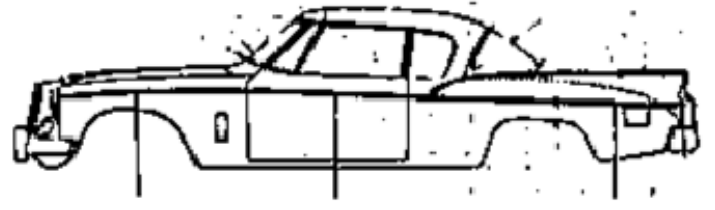
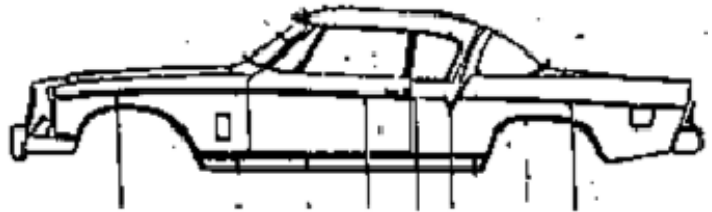
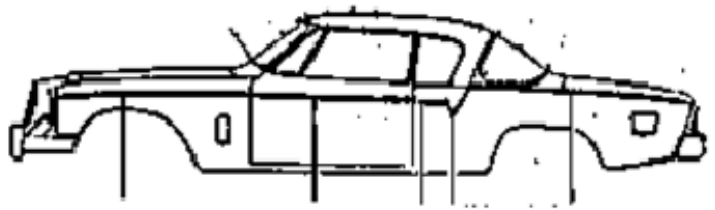
To make matters worse, the 1956 Hawk left front fender moulding is different from the one on the right side. One side will not fit on the other side. The mouldings are curved to follow the contour of their respective fenders and this is reflected in the Parts manual by two part numbers. The left front fender moulding is part # 1312503 and the right front fender moulding is part # 1312502.

The door moulding is the same for the 1956 Hawks and the 1957-58 Silver Hawks (but not the 1957-58 Golden Hawks.) They are all listed as part # 1321106.

Moving to the rear quarter panels, the small moulding between the door edge and the front of the fin is the same on both sides and is the same on both the 1956 Golden Hawk and the 1956 Sky Hawk.

The "V" (or check mark) moulding is unique to the 1956 Golden Hawk. The 1956 Sky Hawk "V" moulding is smaller because the Sky Hawk doesn't have the fin. Although unique, it too has a variation. Before body #469, the part #s are: left 1312577wp, right 131576wp. After body #469, the part #s are, left 1312693wp, right 1312692wp. The "wp" on the end of each number means "chrome & Paint."

The rear moulding (from the "v" to the tail light) is strictly a 1956 Golden Hawk item. As with the front fender moulding, the left side rear moulding will not fit on the right side. And finally, the mouldings were painted to match the body on cars with body # 1 to 469. The part #s for these are: left 1312933p and right 1312932p. The "p" means "prime." My guess is that this was used for the old style two tone paint scheme where the roof, fins, and trunk matched the lower body. On cars after body #469, the moulding is stainless with the left side part # 1312885 and the right side part # 1312884.



VITAMIN V-8

I have seen several 1956 Golden Hawks with a V-8 emblem on the front fender. Some cars have it between the Studebaker script and the door, while others have it below the script. The April 1980 cover of Turning Wheels shows a 1956 GH with the V-8 just above the bumper in front of the wheel well. This V-8 emblem is listed in the parts manual as 1314806w and the indication is that it was used on the 1956 Power Hawk, Sky Hawk, and the Golden Hawk. The Flight Hawk is a 6 cylinder model.

HUBCAPSULES

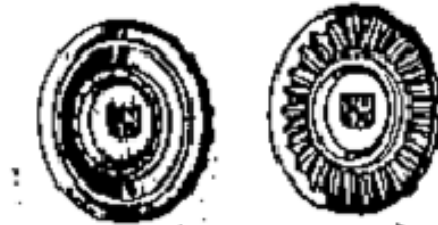
There seems to be some confusion about hubcaps used on the 1956 Golden Hawks. This is probably due to the names "spoke type" and "wire wheel" by which two of the three styles were identified.

The standard hubcap was AC-2738 and due to its being standard, is probably the most common. It is listed on page 445 of the Chassis Parts Catalog as CAP and DISK, hub (full disk.)

AC-2425 was an option and is probably the most desirable. This one is listed as CAP and DISK, hub (wire wheel.) According to the article below, this



THE HIGH-DEMAND AC-2425, 1953-1956 WIRE WHEELCOVER



STANDARD AC-2738 AND AC-2799

LITTLE KNOWN WHEELCOVER FOR 1953

Frank Peerman

An all but forgotten Studebaker factory dealer announcement, issued February 21, 1956, authorized wheelcover AC-2799 for all Studebaker automobiles back through the 1953 model year. The cover, popular with drivers of the 1957-1961 model years, is referred to as the "chrome and gold spoke-type wheelcover," and displays the Studebaker heraldic crest on a gold field circled on a center cone. From the center cone, spokes in relief radiate to the edge. This relief is emphasized with a black pointed field.

The surprising mid-year introduction of these covers pose a mystery. One theory is that they were introduced after the vendor of the 1953-1956 wire wheelcovers (AC-2425) went out of business. The dealer announcement itself gives little solution; it is coded by the factory as "S84 (2-21-56)". Rediscovery of the announcement occurred during the swap portion of the Tri-State Studebaker Meet in Ashville, NC, October 25-27, 1974. The announcement, itself having value as one of the only copies know, is printed duo-tone process red and blue on glossy white stock. It features a 1956 Golden Hawk at the top of a two-page 8-1/2X11-inch folder. It is designed to insert into the 5-ring notebook of the 1956 Parts and Accessories Guide. Dealer net price for the covers is given as \$15.90 per set of four.

Most AC-2799 wheelcovers are seen on 1957 Presidents and Hawks. Various accessory catalogs give their availability through the 1961 model year for all Studebakers with 15" wheels. Now with the knowledge of this dealer announcement, drivers may use these wheelcovers on their earlier show cars with the justification that they were available, authorized, replacement covers. Up to now, pre-1957 show cars

listed as CAP and DISK (spoke type.) According to the article below, this was a mid year introduction option. It was used through 1961 and also authorized for use on 1953 through 1955 Studebakers.

Examples of all three types are shown and unless you want to keep your car's original hubcap style, any one of the three is correct..

DEALER NOTICE WHICH SHOWS NEW 1953-1956 COVER

were subject to penalty when judges considered AC-2799 as an unauthorized accessory.

(NOTE: I don't think this would be a legitimate accessory for 1953-1955 Studebakers. FJA)

1986
STUDEBAKER GOLDEN HAWK
INFORMATION EXCHANGE CLUB
ESTABLISHED JANUARY 1, 1989

11/10

MEM NUM	NAME	ADDRESS	CITY	STATE	ZIP	PHONE	SERIAL#	BODY#	S=AD K=CR E=MS NUMB
8	CHARLES L.	ADAMS	REDDING,	CA	96049	916-243-2337	6800070	2836	
1	FRANK J.	ANDROGIO	CASSELBERRY,	FL	32707	407-699-8446	6032195	2591	52920
66	EDWARD ROSS	BALL JR.	LORENA,	TEXAS	76635	817-666-4168	6033343	3940	54261
37	MICHAEL J.	BARANY	GLENDALE,	AZ	85308-3831	602-253-7670	6030749	1060	K1136
44	RALPH	BASHOR	LAKEWOOD,	COLORADO	80228	303-988-3742	6031591	1839	
51	LAMMY	BERG	CALDWELL,	IDAHO	83606	777-439-4421	6031021	1333	51934
27	AL	BONCHI	ALBUQUIPPA,	PA.	15001	412-375-5761	6031389		52729
42	GORDON	BOMERMAN	WENAMA,	ALASKA	99760	907-832-5475	6800406	1713	52122
7	NANDY	CANOLI	ELMER N.J.		08318	609-338-7385	6030910	765	51147
13	LENTS	DANDURAND	TUCSON,	ARIZONA	85745	602-743-0451	6031047	1305	51926
63	JEFF	DARRELL	BAVVIEW ST,	YARMOUTH,	NE 04096	207-846-3241	6033391	3972	94343
26	BOB	DIETLER	SIMI VALLEY,	CA	91043	805-527-1642	6800307	608	52444
64	AL I	DRILMER	412 89	GOTEBORG	SWEDEN	031-83-13 48	6032223		
17	BOB	EDWARDS	JACKSONVILLE,	FL	32225	904-641-3757	6033090	3662	K1820
2	JIMMIE A.	FACKLAN	LENEA,	KANSAS	66215		6032259	2649	K1308
9	GEOFFREY C.	FORS	MONTENEY,	CALIFORNIA	93940	408-626-0950	6800574	2838	
22	BETTY G.	FRENCH	COCHRAN,	GEORGIA	31014	912-934-7914	6032028	3356	K1631
15	JOHN P.	GARIS	GRANGER,	INDIANA	46530	219-277-4137	6032808	3324	
25	DON H.	GIRVAN	MONCTON,	N.B.	EIA 2S5 CANADA		6033158	3738	
50	BILL	GLASH	VALHALLA,	NEW YORK	10593	914-946-2288	6032779	3246	53338
38	RON	GRIM	LITHONIA,	GA	30058		6031027	1356	52328
10	JOE	HALL	LA GRANGE,	KENTUCKY	40031	502-222-7653	6032304	2849	52910
48	ROBERT	HALL	CRESTWOOD,	KENTUCKY	40014	502-222-7653			
43	ERNEST H.	HALLE	CHEYENNE,	WYOMING	82001	307-634-4111	6030633	933	52020
16	HOWARD R.	HINSHMAN	DELVIDERE,	TN	37306	615-967-2006	6032221	2576	53205
42	BILL	HUKLE	ROGERS,	MO.	55374	412-428-2888		2070	
30	LUTHER	JACKSON	RUSSKIN,	FLORIDA	33570	813-645-2698	6030579	2840	
20	JOHN W.	JENNELLE	EGGLESTON,	VA.	24086	703-921-2121	4777777	3387	
28	MIKE	KRUG	MARSHALL,	MICHIGAN	49068	616-781-3404	6800434	1829	K1240
14	CARL P.	KURPER	WINTER PARK,	FL	32792	407-644-8478	6031545	1887	K1261
55	BRUCE J.	LACOSTE	FPD S.F.	CA.	96689-1120		6032182		
24	ANTHONY G.	LAFORTI JR.	MOOR DALE,	ILLINOIS	60191		6030995		
47	WAYNE	LEMUCHOWSKI	WINNIPEG,	MANITOBA	R2X0N2 CAN	204-641-0897	6031261	1573	K1201
51	DALE	LONG	QUINCY,	IL	62301		6030996		
46	JIM	LUCAS	ALBUSTA,	KANSAS	67010	316-775-3339	6800478		
63	ANDREW	MARS	OROVILLE,	CALIFORNIA	95963	916-533-4742	6800052	36	51287
52	GEORGE	MARDNEY	ROSCOMMON,	MI	48653	517-821-5427	6032847	3370	53420
23	JAMES C.	MCKEE	MEXFORD,	PA.	15090	412-935-2465	6034375		51849
52	RON	MEYER	BENTON,	ARKANSAS	72015		6030754		
67	LARRY	MICHAEL	HUGHESVILLE,	PA.	17737		6033171	3761	54304
57	JIM	MTELKE	PLANO,	TEXAS	75086		6030091	121	
29	LAWRENCE	MILLER	GRAND CITY,	KANSAS	67846	316-375-3038	6852756	3218	
40	J. G.	MORGAN	MERRITT ISLAND,	FL	32952	407-453-0986	6030766	1066	
4	JAMES M.	McKNIGHT	SAMPULA,	OK	74066		6030654		
39	CHUCK	MALGLE	YAIL,	ARIZONA	85641	602-647-3638	6800020	147	

1956
STUBBAKER GOLDEN HAWK
INFORMATION EXCHANGE CLUB
ESTABLISHED JANUARY 1, 1989

MEM NUM NAME	ADDRESS	CITY	STATE	ZIP	PHONE	SERIAL#	564K7 BODY#	S-NO K-NO ENG NUM#
49 LOWELL	NICKERSON	620 16T AVE N.E.	LARGO, FL	34640	813-587-0826	6031082	1385	
56 RALPH	MOLTE	RT 1 SOUTHWORTH RD	DELPHOS, OHIO	45833		6030301	471	81648
34 GARY	DAKLEY	3312 FLINT AVENUE	LUBBOCK, TEXAS	79410	806-794-3345	6031989		K1301
33 JOE	PARTON	P.O. BOX 94	CARRIER HILLS, IL	62917		6033150	3733	K1813
58 EARL	PASBACH	1219 E. CLIFTON ST.	TAMPA, FLORIDA	33604	813-238-4571	6032350	2790	23374
60 RICHARD	PAUL	R. R. 1, BOX 203	SAVENPORT, NE.	68335		6032757	3261	83408
19 RICHARD	PDE	11791 STONE HILL RD	CINCINNATI, OHIO	45247	513-385-9343	6032793	3374	
J JOHN	RAISES	R2 BOX 240	PLATTSMOUTH NE	68040		6030390	544	
33 REV. DANIEL P.	REED	P. O. BOX 186	AV18, PA.	17721	717-753-3171	6031089	1386	
18 PATRICK	SCHAFER	7090 SIGNAL	PHILO, CA	95466	707-895-3722	6000341	2892	73891
59 KENNETH	SCHMIDT	2824 E. DECATUR	MESA, ARIZONA	85213		6032231	2664	81877
11 CLAUDE E.	SEVON	10720 GE 290TH ST.	REURUM, WASH.	98002	206-733-3127	6000274	705	51192
61 DEBORAH L.	SHIPTONE	1685 N. 1NA	TUCSON, ARIZONA	85704	602-797-2049	6031872	2256	63122
54 CHARLES R.	SLOUGH	P. O. BOX 184	GRAFIS, OHIO	45330		6030796		
4 TOM	SWYDER	611 2ND ST. S.E.	DYERSVILLE, IOWA	52040	319-879-8772	6032684		63823
45 RICK	SOLBERG	300 W. 34TH AVE.	ANCHORAGE, ALASKA	99503	907-563-2727			
5 JOHN	MALLIS	454 MOLLADY AVE.	SAN FRANCISCO, CA.	94118	415-282-4444	6000370		52448
53 ROBERT W.	WASHINGTON	6 HANCO COURT	BALLSTON LAKE, NEW YORK	12019	518-877-8652	6030469	738	81467
12 JOHN W.	WILLIAMS	11461 U.S. 22 WEST	WILLIAMSPORT, OHIO	43164	614-986-6803	6031718		
41 GREG	WILLIAMS	58 BOX 302	TIJERAS, NEW MEXICO	87037	505-281-3788	6030304	479	61869
54 WILLIAM C.	WOLFE	107 HIGHLAND DRIVE	JEANETTE, PA.	15644	412-323-6201	6032105	2350	53195
21 BRUCE	ZORF	985 N. LOONIS ST.	NAPERVILLE, IL	60540	312-357-4873	6033431	4051	

FLOOR CARPET

(The following was taken from the 1956 PASSENGER CAR SHOP MANUAL BODY-GENERAL pg 31-32. If you are a purist, note that the carpet goes ON TOP OF THE SCUFF PLATES)

All floor carpets should be installed on top of the scuff plates. Remove scuff plate screws, install the carpet and install retaining screws.

Additional screws are provided in an envelope in the package compartment. The "X" marks in Figs. 79 through 83 show the correct points at which the additional screws should be installed on the different body types. Be sure to install the front floor carpet or mat under the steering post collar. If equipped with a Climatizer, cut the mat as necessary to prevent covering the Climatizer core.

32 BODY-GENERAL

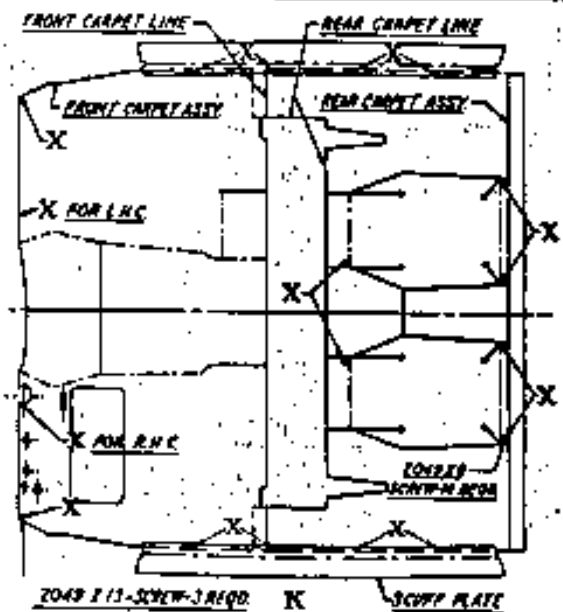


Fig. B2

Member Greg Williamson, along with Gary, David, & John are interested in running a 1956 Golden Hawk at Bonneville. The following story by John Williamson was edited from the Sun Sign, official Newsletter of the ZIA Chapter /SDC.

Those Williamson boys have "gone off of the deep end". Many years ago, Wayne Smida, who's parents had a Studebaker dealership, provided me with a lot of information about the 1956 Golden Hawk speed record, all of which I have misplaced. Since we have a full race 352 Packard engine sitting around and an available 1956 Golden Hawk body (other than Greg's), it only seems right that we should put it all together and go somewhere fast, like Bonneville. From current records, we'll have to go about 210+ MPH to get the record back. Greg, our mechanical engineer figures we'll need to turn about 6,000 RPM in 3rd overdrive and need about 500+ HP to get that much mass moving that fast.

We have some expert help from Ed Baynes, former race car driver, along with the offer to let us use his fire suit and helmet (expensive stuff). We're still in need of a roll cage, parachute, fire extinguisher system, seat belts, tires, and a scatter shield for the clutch.

If anyone knows the whereabouts of any old Packard performance goodies we'd appreciate the lead or if anyone would just like to "kibutz" (supervise and give free advice), please drop us a line or give a call. If you get the stupid answering machine, talk to it and we'll call you back.

Gary, David, Greg, or John Williamson 1277 Old Hiway 66 E. Tijeras, New Mexico 87059
505-281-5788

NOTE: I think it would be great if our Club could support the Williamson effort and offer any help.

*1956 Studebaker Golden Hawk
Information Exchange Club
1025 Nodding Pines Way
Casselberry, Florida 32707*