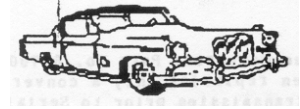


THE HAWKEYE



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 006

ESTABLISHED JANUARY 1 1989

MARCH 1990

If you were astute, you probably noticed that issue #005 only had eleven pages instead of 12. I misnumbered the pages as 1-6 and 8-12 skipping page 7. You did not miss any pages, there was no page 7. I noticed it when it came back from the printer and the address page was on the inside (and the back page was blank).

I have received several letters expressing concern about this club either stressing too much authenticity or going in for too many modifications.

As I said in issue 001, although I tend to be somewhat of a purist, I don't care if you want to restore your car to original using all new old stock parts, or find after market substitutes for the originals. It is your car, and our purpose is not to tell you how to enjoy your Golden Hawk.

I do think, however, that it is important to identify what is authentic and what is not. As last issue pointed out, there are some differences in body parts and trim but that doesn't mean you can't use items from another model or year. If you want to put Chevrolet taillights on your car, that is entirely up to your own discretion (see Ralph Bashor's letter).

If someone is trying to restore his car to original and is using your modified car for reference, he is going to be bitterly disappointed when he finds he did it all wrong.

We have been trying to determine at what point Studebaker started adding script to the front fenders and started using gold script on the trunk lid. The whole purpose for this little exercise is to get the facts straight. One of my cars has gold Golden Hawk script on the trunk. I know it is incorrect because the previous owner told me he changed it from the chrome script. It sure looks much better than the chrome script, and fo now, I am going to leave it as is. The point is, I know it is incorrect for that serial number and I would point that fact out immediately if anyone questioned it.

Modified versus original has always been the subject of quite a bit of controversy and I am not intending to debate the issue in these pages. Use the red wire instead of the green one if it makes you happy. If you

know of a modification or aftermarket part that works, send it in. I'll get it into a future issue.

A good source for engine and Twin Ultra-matic transmission parts is:

Patrician Industries Inc.
20408 Carlisle Dearborn, Michigan 48124
313-565-3573 or 313-839-0200

They specialize in Packard parts and accessories and have many items which are not carried by the Studebaker vendors. They have a catalog available which I received at no charge when I placed an order.

"WE ARE
THE STUDEBAKERS"

FIRST ALBUM RELEASE OF A NEW BAND
CALLED
"THE STUDEBAKERS"

FEATURING GREAT HITS FROM THE 50'S & 60'S

- JAILHOUSE ROCK
- PEGGY SUE
- GREAT BALLS OF FIRE
- THIS MAGIC MOMENT
- JOHNNY B GOODE
- DON'T BE CRUEL
- SEA CRUISE
- PLUS MANY MORE - 14 IN ALL !

CASSETTE TAPE ONLY !
COVER CONTAINS PICTURE OF GROUP AND
A 1956 STUDEBAKER GOLDEN HAWK
\$ 8.95 PLUS \$ 1.00 SHIPPING AND HANDLING

SEND CHECK OR MONEY ORDER TO:
LARRY MICHAEL
RD #2 BOX 11
HUGHESVILLE, PA. 17737

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 issues 004 and 005, 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)

GEOFF FORS MONTEREY, CALIFORNIA

Enclosed is a copy of the production order for my '56 Golden Hawk, which I finally got around to ordering from N & A.

The car was sold new by a dealer about 45 miles north of me, in Gilroy, California. The dealer appears to now be a used car lot. First chance I get, I will go up there and see if I can track down any of the history of the car.

I'm curious if anybody has muffler interchanges with more common mufflers. The mufflers from Newman & Altman and Special Interest autos are getting expensive, and I can't help thinking that some Chevy or Ford muffler is probably a perfect interchange.

LARRY L. MICHAEL HUGHESVILLE, PA.

Enclosed is an advertisement for a cassette tape from a group here in Pennsylvania called "The Studebakers". I know you have not run ads in THE HAWKEYE before, but this one is slightly different.

The cover of the tape contains a picture of the group and a 1956 Golden Hawk! I thought the subscribers to your publication might be interested. The tape contains many old rock tunes from the 50's and 60's.

The group called me last October and asked permission to take pictures of my Golden Hawk to be used on the album cover. Of course I said "Okay!". They inform me they are planning a second album and are currently looking for a "bullet nose" vintage Studebaker for their cover.

I have enclosed several different size ads for you to choose from for THE HAWKEYE. If you do not want to run the ad, I understand but felt I would make you aware of the tape.

Thanks for the consideration. Keep up the fine work and I look forward to the next issue of THE HAWKEYE.

(NOTE: See Larry's ad on page 1)

JOHN P. GARIS GRANGER, INDIANA

Additional info on my '56 Golden Hawk, with 3 speed/OD. I found motor # 5687-2773 which has red painted heads and red painted valve covers which say Packard on them.

The Hawk body is two tone green and white. The green is on the firewall, rear of the rear deck lid, in the trunk, on the inside floor and trunk lid, lower sides of car (below chrome) and on the roof. The white is on the hood, top of trunk, fins and above side chrome and on front inner panels. There is chrome *Studebaker* script on both front fenders and gold *Golden Hawk* script on rear deck lid.

My extra motor has #5582-1280 which has a 4 bbl Rochester carb, chrome valves, power steering and automatic tranny flywheel. Extra motor appears to be out of a 1955 Packard Petrican.

You made mention of investigating more on the 56J-K7 at Newman/Altman. If you are thinking of coming to South Bend, maybe I can help since I am a South Bend boy.

LUTHER JACKSON RUSKIN, FLORIDA

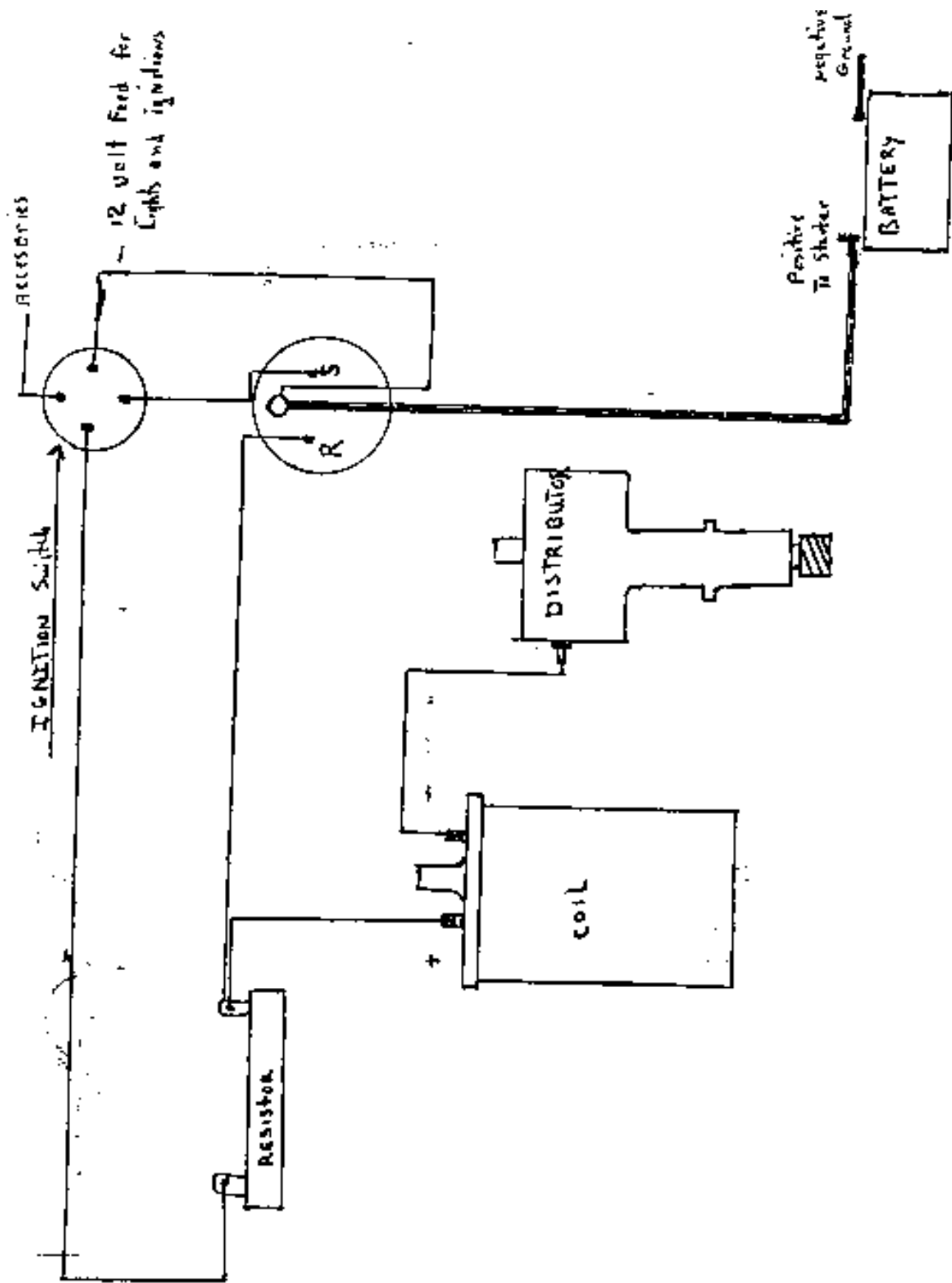
Whenever installing the wiring kit for the tachometer, be sure you have a good ground. If possible, run a ground wire back to the body or the engine block. If you ground to the body, make sure the body has a ground wire going back to the engine block. Since these Studebaker Hawks have a fiberglass dash, all electrical connections have to go through a ground wire to complete the circuit.

Due to the age of these Studebakers, and the nature of corrosion, it is very possible for electrical components not to work because of a "bad" ground. If you have power to a switch or gauge but it still doesn't work, try grounding it back to the battery. It just might work. Also, make sure you have full voltage to the electrical circuit. A good test meter for this can be purchased from Radio Shack for about \$15.00.

On the tachometer installation, the easier installation would be to make the wiring connections under the hood at the external resistor for the ignition circuit. Make sure that you use the side of the resistor that has a constant 12 volts D.C. The ground could be the mounting screw for the resistor.

The neatest installation would be with the wire connections under the dash. The wiring kit will work mounted in either direction.

Once again, a lot of electrical problems can be traced to insufficient voltage or a poor ground. Check all connections and make sure you have full voltage. (See next 4 pages).




SW

INSTALLATION INSTRUCTIONS

760 SERIES

STEWART-WARNER ELECTRIC TACHOMETER

Using Switch Model 762-J
For Auto-Lite Distributors 8 Cyl.

 18-12
 CATALOG
 NO. 4185

SW

READ THESE INSTRUCTIONS CAREFULLY

A. PARTS REQUIRED

A complete installation requires three units: (1) Tachometer, (2) Switch and (3) Wire Cable.

1. Tachometers are supplied with steering post mounting brackets. If panel mounting is desired, bracket kits are available: No. 418051 kit for small sized instruments and No. 416582 for large instruments (Vac - Tach).

2. Wire Cable No. 415237 is required for all installations.

3. The 762-J Sending Switch fits only 8 cylinder Auto-Lite Distributors found on the following passenger cars: Chrysler, DeSoto and Dodge (1949-current models). The 8 cylinder Auto-Lite distributors found on these cars must use distributor cap IAR-1003 and distributor rotor IGP-1D158. Check catalog #2303 for complete list of applications to make sure the 762-J Sending Switch is the proper one for your car.

B. PREPARATION

1. Remove distributor cap by releasing snap spring clamps.
2. Remove rotor from distributor.
3. Remove dust cover.

C. INSTALL DISTRIBUTOR SWITCH

CAUTION - Be sure each part is set properly in place and aligned. Misalignment will cause failure and possible breakage of rotor.

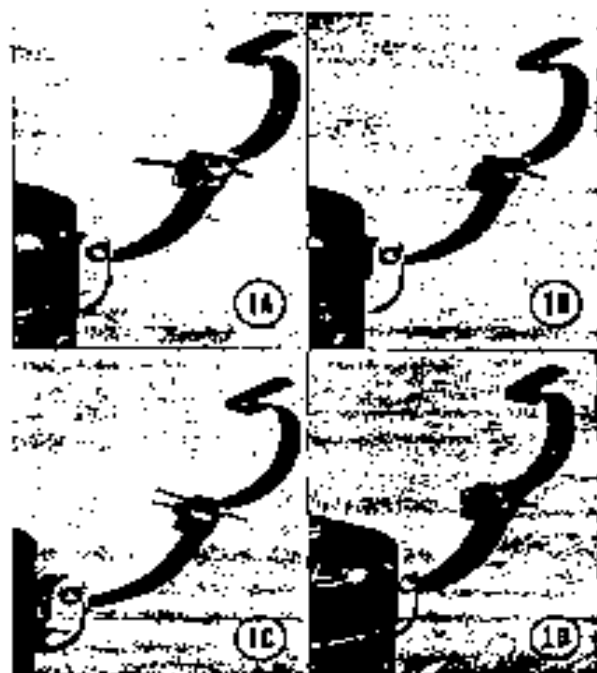


FIG. 1

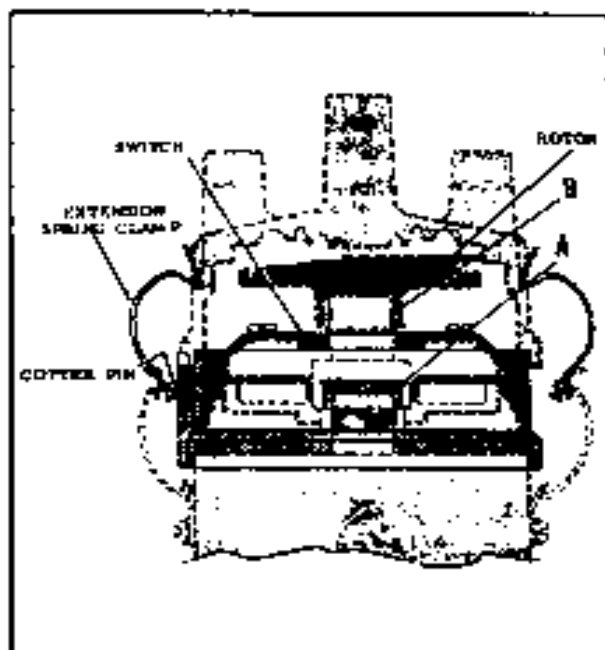


FIG. 2

IMPORTANT - SEE THAT TACHOMETER VOLTAGE (6 OR 12V.) IS SAME AS VOLTAGE SYSTEM OF VEHICLE.

1. Attach the extension snap spring clamps. The clamp has a slot into which the distributor clamp fits. Insert cotter pin through the loop in the distributor clamp that protrudes through the slot of the extension clamp. The cotter pin may be installed one of two ways:

- a. Whenever possible, the prongs should be spread and folded back in a hairpin turn on each side of the joined clamps (Figs. 1A & 1B).
- b. If a close fit prohibits the spreading of the prongs, slide one prong only into place, then bend both prongs around on one side of the joined clamp (Figs. 1C & 1D).

2. Place Stewart-Warner Switch on distributor rotor shaft.

- a. Turn rotor shaft, making sure indexing flats are aligned, then seat all the way down on distributor cam shaft, see A, Figure 2.
- b. Seat Distributor Switch all the way down making sure index points of Switch line up with those of the distributor.
- c. Tap top of Switch rotor lightly with screw-

driver handle, while holding switch securely in place, to seat rotor snugly on distributor cam shaft.

- d. Check rotor shaft to see that it is perfectly tight on distributor cam shaft.
3. Install rotor on switch, align and seat properly on rotor shaft, see B, Figure 2.
4. Install distributor cap:

- a. Line up distributor index points with those on switch, and seat properly.
- b. Lock distributor cap with extended spring clamps (Figure 2).

CAUTION - Hold downward pressure on distributor cap until both clamps are securely in place.

5. Check for clearance. After distributor cap is installed, (a) make sure there is no tension on the distributor lead wires, and (b) there is clearance between distributor and other motor equipment.

6. Check installation - See Below

SPECIAL INSTRUCTIONS READ CAREFULLY

One of the most important steps in making a good Electric Tachometer installation is that of making a preliminary test after the Switch, rotor and cap have been assembled on distributor. Turn over engine with starter or run the engine a few seconds.

After this is done, check rotor and cap to see whether the rotor is hitting, by looking at the brass posts in the cap. If there are scratches on these posts, the rotor is hitting, and a thorough check for misalignment should be made. If necessary, file end of rotor contact arm sufficiently to give clearance.

ROTOR STABILITY

There is side play in the Tachometer Switch rotor shaft because a bearing is not required. The only "pressure" exerted against the rotor shaft comes from the three sets of brushes in the Switch which are in constant contact with the rotor shaft. The felt washer is used to keep dirt and oil from getting on the brushes. It is not intended to be a bearing

or bushing. There is a little more taper on the Stewart-Warner Switch rotor shaft than on the distributor shaft. This assures the rotor having a snug fit.

If the rotor and Switch shaft are pressed snugly on the distributor shaft, there should be no side play.

If the rotor hits the points in the cap after the switch has been installed, check (1) to see if all parts are seated properly, (2) alignment is correct and (3) if rotor contact arm is clean. It is normal for the rotor to build up a protrusion due to constant arcing.

THINGS TO REMEMBER

Clean Off "Built-Up" Metal On Old Rotor!

Do Not Lubricate any Part of Switch.

Tachometer Switches and Distributor Caps **MUST BE SEATED ALL THE WAY DOWN!**

When installing Tachometer Switch, **REMOVE DUST COVERS!**

D. INSTALL TACHOMETER AND WIRING

1. Install Electric Tachometer in desired position using brackets supplied or panel mounting kits listed on page 1.

2. Install Wire Cable (No. 415237) with spade terminal wires at tachometer end. **DETERMINE POLARITY OF BATTERY BEFORE INSTALLING.**

- a. If positive post (+) of battery is the ground, connect **BLACK** wire to **IGNITION** switch, and **RED** wire to a good **GROUND**.

- b. If negative post (-) of battery is the ground, connect **RED** wire to **IGNITION** switch, and **BLACK** wire to a good **GROUND**.

3. Plug Tachometer lead into Wire Cable socket.

4. Punch out plug or cut hole in fire wall.

5. Feed Wire Cable through fire wall from the cab side.

6. Plug lead on distributor switch into socket on Wire Cable.



FIG. 3

7. Clamp or tape wiring in position to keep clear of motor or hot surfaces.

WARNING: Spade terminal wires must be at Tachometer end. See Figure 3.

VACUUM GAUGE CONNECTIONS

The Vacuum Gauge in the Vac-Tach instrument can

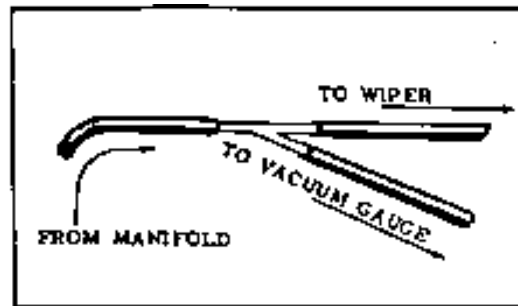
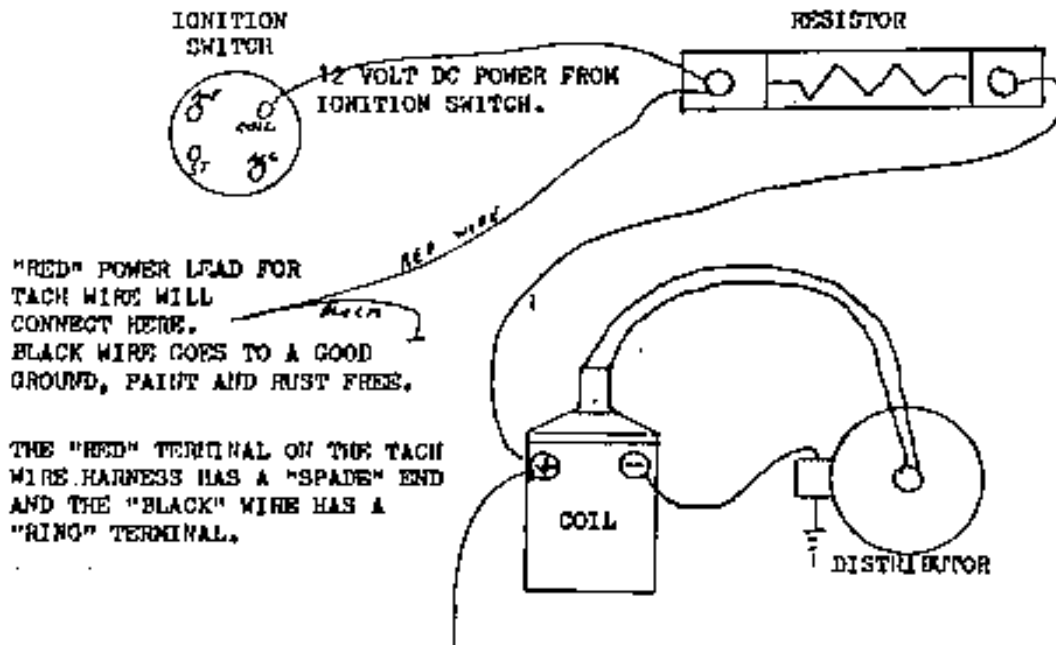


FIG. 4

be connected to the windshield wiper hose.

- a. If the vehicle does not have a vacuum booster, insert a T or Y fitting in the wiper hose. (Figure 4)
- b. If the vehicle has a vacuum booster, install T fitting before booster at manifold, and run wiper hose from fitting to vacuum gauge.



FROM "B" TERMINAL ON THE STARTER SOLENOID THROUGH A JUNCTION BLOCK LOCATED ON THE FIRMALL BEHIND THE BATTERY. THE OTHER TWO WIRES ON THE JUNCTION BLOCK ARE FOR THE 12 VOLT DC POWER FOR THE CAR AND THE STARTER SOLENOID CIRCUIT.

(THANKS TO LUTHER JACKSON - RUSKIN, FLORIDA FOR THE TACHOMETER INSTALLATION INSTRUCTIONS)

MORE LETTERS

BETTY C FRENCH **COCHRAN, GEORGIA**

I am enclosing a little donation to help pay postage, etc for the newsletter. It really is good, very informative

I plan to go to Atlanta in June for the SDC Southeast Zone meet. I had hoped to drive my car but my son says it needs the engine rebuilt and I don't know when I can do that.

Keep up the good work.

BILL GLASS **WALHALLA, NEW YORK**

Just got your latest bulletin and was pleased to see a list of cars and an excerpt of my letter.

The car is coming along quite well, but alas not at the rate I have wanted, or had scheduled. After painting the inner fenders and putting the doors on, we had a gap that was too wide on the right hand door. After much aggravation I found that a bit of my earlier work was causing this, so I had to re-do the whole right door pillar. Now all the fenders and quarters fit including the rocker panels, all straight and meet at the right curves, etc

I dropped a tool on the roof chipping some paint which caused me to re-paint the entire roof, but this time I used the CROMAR non isocyanate clear which wet sands with 1500 very easily. All major body panels have been painted with Centari White and wet sanded with #600.

I have gotten some very important parts from Bill Fennessey in Nashville, at a premium price but they were needed. For example, the trim/moulding strips between the fins and inner fenders, which are very rare. Also got NOS the double antennas and NOS backup lights, still in the original box. I also got taillights and parking lights which I have been told were impossible to find. He even had NOS "spoke type" wheel covers in the box. It amazes me what is still available.

I was hoping to have the car finished by July for the national, but since our business has grown, and I can't sneak away as much as I used to, I am not sure it will be done on time.

I got the engine back from the rebuilder, and then a buddy of mine's son finished the engine and detailed it. Funny thing was, I bought a complete engine from Tony (Corolla) in the Bronx and started to cannibalize it when we started the finishing touches on the Hawk's engine. We discovered the second engine had very little wear, in fact, the rocker arms did not even have any marks. We ended up using the rocker arm shafts from that engine. The oil holes were different, but Tony swore that the engine was from a Hawk. We checked the numbers and yes it was so we used them.

I used Chevy orange from Bill Hirsch in New Jersey. We compared all his reds etc, against some painted parts from both engines and this color matched perfectly. The valve covers were then primed and painted with DeIstar acrylic enamel with hardner, the color was from some Jap rice burner, but really looks good. The engine I got from Tony had Chrome valve covers with PACKARD stamped on them and since I can't use those extremely expensive decals that say SKYPOWER 352 on them, I am going to leave them off.

Take care and keep the info coming.

(NOTE: The address for Bill Hirsch is

396 Littleton Ave.

Newark, N.J. 07103

301-642-2404 FAX 201-642-6161

TELEX 642099

The address for Bill Fennessey is

609 Bowling Avenue

Nashville, Tenn 37215

615-292-5180)

MIKE BARRY **GLENDALE, ARIZONA**

The enclosed may be of interest to 1956 Golden Hawk owners. I have a print, #299, and it is a high class print. Perhaps other Golden Hawk owners would like one if they were aware of it.

(NOTE: Mike sent the flyer which is reproduced on the next page. It is for matted prints and a 1956 Golden Hawk is one of the cars on the list as being available).

HERE WE GROW AGAIN

Please add the following new members to your roster:

Ben Slater

481 Stansbury Drive

Santa Maria, Co. 93455 805-934-4662

Robert Fitch

1556 Monte Viento Drive

Malibu, California. 90265 213-456-7529

(NOTE: The members listed joined as a direct result of Tam Snyder's ad in the February issue of Turning Wheels.)

MORE PARTS

Another source for both Packard engine and Twin-ultramatic transmission parts is:

KANTER AUTO PRODUCTS

76 MONROE STREET

BOONTON, NEW JERSEY 07005

201-334-9575

TOLL FREE ORDER LINE 1-800-526-1096

THE CARS YOU'VE ALWAYS DREAMED OF CAN NOW BE YOURS

MATED PRINTS:
\$15/each or any 3 for \$39
UNMATED BLOCKS:
\$40/each or any 3 for \$105

JAGUAR, PORSCHE, CORVETTE... For a select few, the ultimate driving machines. For most, fantasies never to be fulfilled—until now!

Count yourself among the privileged with these exquisite limited edition lithographs. So accurate in detail, so expressive in design, they seem to take on a life of their own.

Reproduced in black ink on rich silver stock, each stunning 11" x 17" print is

based on an original illustration of a 4-wheel legend. Select from Two Handsome Formals, Mated In Black, suitable for immediate framing, or ready to hang.

Only 5000 illustrations of each car model will be produced, every one affixed with a signed and numbered certificate. We will gladly provide a numbered serial print at your request, but you'll need to

act quickly while selection is available. As a particular model is sold out, we will destroy the plate—assuring the authenticity and value of your collectible print. From time to time new illustrations of other classic cars will be introduced into the line.

Treat yourself to one or all of these car lover's dreams, or delight a luxury-minded friend. The privilege is yours.



Please send me the following:

- 1953 Corvette
- 1966 Corvette
- 1963 Sport Window Corvairs
- 1967 Corvair
- 1973 Corvair
- 1988 Corvair
- 1933 Chevrolet
- 1957 Chevrolet
- 1933 Chrysler Imperial
- 1938 Dordan Hard
- 1934 Jaguar XK-120
- 1967 Lamborghini Countach
- 1955 Mercedes Benz 300S
- 1953 Mercedes Benz 300SL
- 1947 MG TC
- 1961 Ford Mustang
- 1955 Porsche Speedster
- ~~1948-1954~~ ~~1955-1956~~ ~~1957-1958~~ ~~1959-1960~~ ~~1961-1962~~ ~~1963-1964~~ ~~1965-1966~~ ~~1967-1968~~ ~~1969-1970~~ ~~1971-1972~~ ~~1973-1974~~ ~~1975-1976~~ ~~1977-1978~~ ~~1979-1980~~ ~~1981-1982~~ ~~1983-1984~~ ~~1985-1986~~ ~~1987-1988~~ ~~1989-1990~~ ~~1991-1992~~ ~~1993-1994~~ ~~1995-1996~~ ~~1997-1998~~ ~~1999-2000~~ ~~2001-2002~~ ~~2003-2004~~ ~~2005-2006~~ ~~2007-2008~~ ~~2009-2010~~ ~~2011-2012~~ ~~2013-2014~~ ~~2015-2016~~ ~~2017-2018~~ ~~2019-2020~~ ~~2021-2022~~ ~~2023-2024~~ ~~2025-2026~~ ~~2027-2028~~ ~~2029-2030~~
- 1988 Tatuus-Ferrari

HOW TO ORDER: Send Check or MO \$450
Include Handling and Shipping Cost \$7.97
\$8 fee for MasterCard transactions Only
Amount of Payment Enclosed _____

Name _____
Address _____
City, State and Zip _____
Number of Items Ordered _____

To: Larry Cow
46 Frisx Road Etc.
Franklin, MA 01701

July, 1989

Dear Frank:

Since I have no other Golden Hawks available to look at and since there is little written information available to help one in restoring a GH I appreciate your newsletter very much. Since I am also familiar with "free" newsletters I am enclosing a check to help with postage and printing. I am very familiar with Studes (my father & I presently own several '54 through '65s, and we drove them in the '50s).

I would like to suggest you might want to call us a "56 Golden Hawk Special Interest Group" or SIG rather than an "Information Exchange Club. That way there is less chance of misunderstanding that we are another club competing with SDC or whatever. As I read your first newsletter, that is your intent. The SIG idea is common with computer clubs in denoting club members who are loyal to the club but have special interests in common with other members.

My GH (Serial no. 6031541, underhood tag 56J-K7 1839) came out of a junkyard in Socorro, New Mexico. Thankfully, the junkyard owner kept it as intact as possible, so I had a decent vehicle to start with. It was red, white, gold, and primer, but had relatively little rust or bondo. The original color seems to have been all white with apparently original white and coral(?) interior side panels. We towed it to my father's home and after very little work got it started. After cleaning the carburetor, replacing the gas tank (plugged feedline), and checking rear wheel bearings and safety items I drove it over 300 miles to my local body shop. I was pushing hard to get it completed for the Las Vegas convention, but didn't get the painting done. Since Studebaker owners are so critical of other people's cars I didn't dare take it to Vegas. The new paint is Vineyard Gold (a Ford truck color) on top & bottom and pure white (called mixing white in the refinishing trade) in the middle. I am very sold on the mixing white color. It is close to Stude's Snowcap white and sure alleviates color matching. I am now in the tedious stage of finding proper clips to put trim back on, rebuilding wiring, and installing the interior. The GHs I saw at Vegas were very helpful in helping me design the interior as I am working with 57 GH seats which have the same shape but a different upholstery pattern). I'm rebuilding to the 56 pattern.

In early August I checked with Bill's Upholstery in N. Dakota for the silver eyelar. He has none left. Apparently one of his suppliers had some old stock, but it is all gone now. My guess is we'll have to find another old stock leftover and try to keep it away from the California hoarders. If you turn some up I want just enough to do my side panels (2 pieces 46" x 12" will do).

I also checked with Bill Fennessy regarding the inner fin trim pieces. His May 1989 price was \$160.00/pair, including clips. We need to find another source or substitute for these pieces.

I ordered rocker panels from Wisconsin Studebaker since I heard the ones from Classic Enterprises were made in a metal brake rather than a rolling machine, and hence did not have a smooth exterior surface. I got quick shipping, but my body man claimed they were about 2" short.

My body man also complained about the "weakness" of the frame, even though it seems to be in fairly good "original" condition. Therefore I am very interested in the frame strengthening information, especially if was developed by an engineer instead of "guesstimated". You should also be aware of the body/frame strength improvements obtained by Dick Datson (Total Performance, Sebring, Florida) by fiberglassing the body interior. I believe the body and frame work together to maintain "stiffness".

Since I could see that chances of getting original GH headlining were mighty slim I ordered a 56GH headliner "kit" from Walston in California. The price and service were good, but it's still not in the car. The "kit" is a piece of paper with some dots on it (a hole drilling template?), 5 new metal bows, and a poorly reproduced instruction sheet. Local shops want to install only their own headliner, which I bet will bear even less resemblance to an original Studebaker headliner. I found one article on installing headlining in "The Best of Hawk" (from Total Performance). I will probably take an adult education upholstery course and do it myself.

My steering wheel was poor so I installed a temporary one from a '54 Stude. I am sure the '53 through '56 coupe steering wheels are all functionally interchangeable (3/4" shaft). There are, of course different horn rings, colors, etc. The white steering wheel from my '56 President is in better condition and is apparently the same material as the GH wheel. I once heard it was a plastic derived from soybeans, and that fits with another report I heard in the late 50s. I may try having Roy Heckers rebuild my wheel. I am not interested in any \$400 or \$500 rebuilt steering wheel!

My biggest problem is licensing the vehicle in Colorado. All the bureaucrats want to protect their fat jobs (you can substitute a five letter word if you want). No two of them can give me the same licensing procedure so it appears I will have to nuckle under and get a bonded title. Please warn everyone in the old car hobby that Colorado government is consistently stupid and is strongly headed in the direction of wiping out owning and driving old cars. They use licensing, emissions testing, AND zoning laws to do it. Don't let it happen to you!!!

Finally a plea to you to not get sucked into the "authenticity" trap that current Studebaker leadership is espousing so strongly. I want my GH to be as faithful to original as reasonably possible, but I also plan to drive it rather than worship it. I know of at least 3 other GHs in Colorado that spend all their time in the owner's garage and are rarely seen. Nuts to that! If SDC continues its present course we should change the name to SHC, where H stands for hypocrite. If we get sucked into the "matching number" syndrome we might as well become a Chevy club. What do they do after they get all "matching numbers" and all the same chrome pieces and every Chevy engine compartment looks like every other one? The owners then try to make their cars "individual" again. They last Chevy show I saw did this by painting different engine accessories different colors like pink and blue. If "increased value" (the almighty buck) is the reason for rabid authenticity, then we should learn to participate more with other car enthusiasts. Studebakers are very unsealable in the Denver, Colorado market. Much of this, I think,

comes from the poor reputation of the local SDC members with other car enthusiasts and with the lack of knowledge of Studebaker cars other car enthusiasts consequently have. Many other enthusiasts recognize total originality as a false god. I am told the best recent sale (\$20,000 +) of a Studebaker was a '32 4-door sedan with a Chevy engine, air conditioning, trailer hitch, radial tires, etc. It was set up to be a comfortable family fun car!!! (and happily used as such!!!) It won many "people's choice" awards.

I am also very concerned about the lack of safety of "authentic" cars. Cars in a "drivers" club should have dual master brake cylinders, radial tires, fire extinguishers, and seat belts!!! Most Studebakers should have better than original brakes (for example, all 51-53 V8's, and any car with a 289 (or 352) or super-charger should have good disk brakes). Of course if the cars aren't driven

Flash. It's September 4th and I just agreed to buy another '56 GM (S/M 6032507, body number 56J-K7 - 3029). It was stupid to do so, but I could tell what was going to happen to it if I didn't because the engine ran for only a short time while it was for sale. The liar that had it was a real hack mechanic. His mother didn't want that junk car sitting in front of the house. I got it running with a new coil, points and condenser (from NAPA), and cleaning the dirt out of the rebuilt carb (It had no gas filter, and only a couple of gallons in the gas tank.) It was amazing how much junk the fuel pump filter screen caught, but the dirt got through. The condenser was the major problem; it is the only one I've seen fail in 20 years. The original car colors appear to be red (center) and white (top & bottom). The engine compartment is red on the fenders and white on the firewall. (It's possible this may not be original). It has a 3 speed with OD, a 3.94 axle, power steering, and a radio. It has the Studebaker script (only) on the front fenders. The trunk script is silver on the white panel. It sure is ugly with the middle being the "solid" color and the trunk panel being white. Oh, well, I'll do my best to bring it back to #2 condition. (Blessed be the fixer-uppers, for they shall be known as fools.)

I would appreciate help in obtaining a left rear fender "V", a left fiberglass fin, taillights (complete), a set of lifters, intake manifold and valve cover gaskets, and hubcaps. The 2nd GM has a replacement left rear fender (with no trim) and noisy lifters (but oil pressure holds at 35 psi or better). Also, the new GM means I need to sell my 1954 Commander 2-door coupe with a very good 1962 259 engine and overdrive.

I am also now the owner of a tire machine that makes wide white sidewalls on RADIAL tires. Possibly I could help other GM owners with this desirable "accessory" if there isn't some federal law against shipping and using them.

Ralph Bashor
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Lakewood, Colorado 80228
303-988-3742

SUMMARY

RALPH BASHOR STATES THAT THE SILVER MYLAR USED ON THE INTERIOR IS NO LONGER AVAILABLE FROM BILL'S UPHOLSTERY.

CONTACT GEOFF FORS IF YOU HAVE INFORMATION ON MUFFLER INTERCHANGES TO A MORE COMMON MUFFLER.

CONTACT LARRY L. MICHAEL TO BUY YOUR TAPE, WITH HIS 1956 GOLDEN HAWK ON THE COVER, B "THE STUDEBAKERS".

RALPH BASHOR IS IN NEED OF A REAR FENDER "V", A LEFT FIBERGLASS FIN, TAILLIGHTS (COMPLETE), A SET OF LIFTERS, INTAKE MANIFOLD, VALVE COVER GASKETS, AND HUBCAPS

BILL GLASS STATES THAT CHEVY ORANGE ENGINE PAINT FROM BILL HIRSCH MATCHES THE 352" (RED) ENGINE PAINT COLOR.

PATRICIAN INDUSTRIES, INC. HAS MANY ENGINE AND TWIN ULTRA-MATIC TRANSMISSION PARTS AVAILABLE.

RALPH BASHOR HAS A TIRE MACHINE WHICH MAKES WIDE WHITE SIDEWALLS ON RADIAL TIRES.

KANTER AUTO ALSO HAS MANY ENGINE AND TWIN-ULTRAMATIC TRANSMISSION PARTS AVAILABLE.

*1956 Studebaker Golden Hawk
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