



56J ONLY



(formerly the Hawkeye)
**THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER
GOLDEN HAWK OWNERS CLUB**

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

NUMBER 011

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WHERE ARE THEY NOW

Page 4 of the December 1973 issue of the Studebaker Drivers Club's Turning Wheels had a listing of 1956-58 Golden Hawks which was maintained by Vince Habel of Columbia PA. This listing included 19 SDC members who owned 1956 Golden Hawks. 11 serial numbers and 2 body numbers were listed on that page.

Some of you had contacted Vince while he was keeping his roster. Shortly after our Club was formed, Vince Habel contacted me and sent me all the data he had collected on the 56J.

To date, we have only been able to identify the whereabouts of 3 of those 11 serial numbers.

Ron Meyer currently owns serial #6030754 (owned at that time by Michael M. Elling), Myron McDonald owns serial #6031949 (owned by C. Edwin Lewis), and Bob Edwards now owns serial # 6033090 (owned by James S. Hopper.)

The April, 1980 issue of Turning Wheels had a 56J (serial #6031705) on the cover and a story of the car and its owner, David Giammattei. The same car appears on a post card issued by Autosport Specialty of Knoxville TN. Vince Hable wrote that David had sold his 56J because he learned that it wasn't original. This car did seem to be in excellent shape and I have to assume it is still around. But where is it?

It is certainly possible that all of the cars not accounted for from that 1973 listing are no longer with us. We may never know, but we get a lot smarter every time we zero in on the location of another 1956 Golden Hawk.

TOO GOOD TO BE TRUE?

Our Club is half way through its third year of existence now and it is hard to imagine that anyone with a 56J doesn't know about us. Thanks to the kindness of SDC notables such as Richard Quinn, Fred K. Fox, and George Krem, who have either written about us in Turning Wheels, or mentioned us at national meets, we certainly have had exposure. Let's face it. If Ali Drimmer of Goteborg, Sweden, and Filipe Santana of Mayaguez, Puerto Rico have heard of us, I'd say the word is out.

My ad in the May issue of Turning Wheels brought a good response with 7 new members joining our ranks. We also lost one member as Sam Reed (#35) sold his car to one of the new members, Denver Berkebille of Johnstown PA.

I have personally spoken to, or have written to about ten current 1956 Golden Hawk owners, asking them to send me their car's serial number and they have not responded. I have even included a SASPC (self addressed stamped post card) with my questions about their car and spaces for their answers. All they had to do was fill in a few numbers and drop the card in the mail. I don't know how I could make it any easier, yet still now answer. I guess some people just don't want to get involved, figuring it is *too good to be true*.

THE EXPERT

Issue #010 contained quite a bit of information in response to Dale Long's request for help on his tachometer problem. This issue has some good information regarding Howard Hinshaw's questions on the Packard engine.

If you have a question, send it to me and I can promise you two things. First, I probably won't know the answer. Second, I will print it in the next issue of 56J ONLY and very probably, someone will respond. This is a great way to get some information as your question will reach the people most likely to know the answer.

Several of our members have had their cars for over thirty years and have quite a wealth of information to contribute.

We have nearly 100 members and together, we are as close to "the expert" as you can get.

Who's Who

We Have had quite a few new members signing up recently, so I decided it was time to include another roster. Please report any errors.

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

CHUCK BERRYMAN COUNCIL HILL, ILLINOIS

Enclosed is the production order for my 1956 Golden Hawk. I took it down to Bill Fennessey's Test August to have him display it in hopes of selling it. As of right now, I'm considering picking it up this spring and keeping it.

As you can see by the engine number, it was originally an automatic. I didn't know that when I bought it but it had a floor shift. I have changed the clutch linkage to correct 56 GH parts, installed a 4.09 NOS hawk TT rear end, correct & balanced driveshaft. So what is left is to convert to column shift. Do you know of a parts car - power steering, 3 speed/O.D. where I can get correct parts - column to transmission? Even though not original, I would much rather have 3 speed over auto, personal preference.

If I decide to keep it, I'm going to enjoy it for a few years and repaint to correct colors (dark blue is not quite correct now) and detail the engine space. At that time would you suggest changing to the original color scheme (1st 400+ Hawks)? I still have the painted outside fin moldings for it. They must be rarer but how rare? Do you have registered earlier Hawks than #0038? How many are still around? What is their value, appreciation?

The history of my car before 1983 when I bought it - I found a 1962 registration from San Diego, California in it. I bought it in Clovis, Calif. The owner said his uncle owned it, blew the engine, stored it 15 years. He then got a NOS short block, 374 cubic inch from Frost & French in 1981. The car was very rust free and no metal had to be replaced. Only problem was around trunk lid channel and trunk lock.

It is very powerful and fun to drive (also changed to correct Rochester carb. Looks almost like Carter but bigger vents for 374). I was expanding my millwork shop last year and at that time sale would have helped. Now I'm about back to normal & I'm considering picking it up.

P.S. Did they put the Skypower 352 decal on the chrome valve covers?

JIM LUCAS AGUSTA, KANSAS

It finally seems that someone is having a problem I know something about. My tachometer was also dropping out if the RPMs went above 1000 or so. Geoff Fors' comments about the tach functions were correct as far as they went, and a good oil for the tach head is sold as "LaBelle 101". It is available at most hobby stores in the model train dept.

Another problem with my car was the condition of the original cable from the distributor to the tach. I found that a three conductor appliance wire, available at a hardware store was very similar to the cable that was on my car. I'm not sure if it was original but it did fit the grommets well.

After lubricating the head, renewing the wires, and cleaning the sender armature, the tach would still not work.

My voltmeter showed 12 volts at the supply wire as long as the tach was not connected to it. When the tach was connected, it dropped off considerably. Some checking revealed that the supply voltage was being routed through the instrument light bulbs. I'm sure someone was trying to fix the tach and hooked it up this way.

As soon as I hooked it up to a good supply, the tach worked perfectly and has for about 4 years.

I will write to Mr. Fors and Mr. Long about this oil, etc.

CHARLES L. ADAMS REDDING, CALIFORNIA

Howard Hinshaw asked about the Packard engines, so I have tried to dig out what I can from the manuals. I do not know how to identify the various engines except if they are still in the original autos. He did ask if a 374 CID will fit in the Golden Hawk. Yes, it will. The manual shows that all Packard Y-8 engines, the 320 CID, 352 CID, and 374 CID use the same crank with a 3-1/2" stroke. This indicates that they also all use the same connecting rods. The 320 CID has a 3-3/16" bore - the 352 CID has a 4" bore, and the 374 CID has a 4-1/8" bore. So all three Packard engines use the same block, but with different bore sizes.

I have heard that the 352 CID block has very thick cylinder walls which can be bored out to 374 CID. If that is so, and it can be verified on an individual block by testing (Sonic?), then our 352 engines could be bored out to 374 CID and the only change necessary would be a new set of stock 374 pistons, thus the engine would still be standard sized Packard.

Packard 352 CID engines apparently use the same rings as the Chevrolet Y-8 327, 350 (4" bore), the Ford 289, 302, 351 (4"), the 1957 Chrysler 392 Hemi, the 1965-67 Oldsmobile 400 CID and the 1977-79 301 CID.

The Packard engine (Y-8) is much larger than most Y-8s because water flows around all of the cylinders. Most Y-8 engines have the two center cylinders "staggered" giving poorer cooling.

Enclosed is a small amount to help with postage.

LETTERS (Continued)

JOHN P. GARIS GRANGER, INDIANA

I wrote to you a year ago with info on my 56J-k7 and mentioned that if you think you might be coming to South Bend to research the 56J at Standard Surplus, I might be able to help. The offer still stands, just let me know.

I also mentioned that I own 56JK7-3324, 6032808, with motor #56B7-2773. It is green/white/green exterior, green & white interior with 3 spd/OD. The car has chrome "Studebaker" script on the fenders and gold "Golden Hawk" script on the deck lid. It still shows 54,960 4 miles on the odometer.

According to your issue #004, you are suggesting that the motor in my 56J is not the original, but is a Packard 374 CID with 290 HP as used in the Packard "400".

With so few miles showing on the odometer, why do you suppose this motor was changed? Why were so many other 56J motors changed? Did the factory offer this service? Was it a recall by the factory? Was it done because of complaints of noisy lifters as mentioned in other issues?

I can't believe it was done just to get an extra 15 rated HP. The motor in the car has red painted heads and valve covers. My extra motor has chrome valve covers and the block is a copper color. The motor # is 55B2-1280 with power steering, automatic flywheel and four barrel carb. I would like to sell the power steering and automatic flywheel or trade for something I could use.

According to issue #004, this extra motor was used in the 1955 Packard Patrician (352 CID, 260 HP). The motor came from the Kowalski Bros. salvage yard on Indiana St. Rd. #2. The tag on the 4 barrel carburetor said 56 Pack. With the 4 barrel carburetor, I would think this would be a 275 HP (not a 260 HP) wouldn't you? (NOTE: According to the *Standard Catalog of American Cars 1946-1975*, the only 1955 Packard to produce 275 HP was the Caribbean which had 2 four barrel carburetors. Both the 1955 Packard "400" and the Patrician were rated at 260 HP. I don't know about the carburetor).

I got a post card from the Studebaker National Museum that shows a Mocha/White 56J. The car sports gold "Studebaker" script with a gold hawk bird emblem below it on the front fender. My car doesn't have the bird. Also on the front fender, above the bumper there is a Y-B emblem. Any ideas? (NOTE: I have the same postcard. This car was featured in the April, 1980 issue of *Turning Wheels*. It was owned at that time by Dave Glemmutter of Pottstown, Pa. According to Vince Habel, who

was maintaining a Golden Hawk owners roster before I got involved, Dave sold the car because he found out it wasn't original. I don't know where the car is now. As far as I know, the Hawk bird emblem was not used until 1957. The Y-B emblem is listed in the parts manual as a 1956 item, but I don't know where it was supposed to be placed on the front fender. I have seen it placed in several different locations on the front fender. I mentioned this in issue #005 - page 8).

While in the barn procrastinating over the 56J and having a beer, I noticed a piece of paper protruding from behind the machine turned metal which covers the glove box door. I pulled the paper out and found several more until I had a small stack of them. I made copies and enclosed them for you. Any idea on what they were used for? My guess is that they are line sets used in production.

(NOTE: Two typical samples of what John sent follow:

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LINE SETTING  
7425 S F4 P11 WHT 19862-4026-1326 560219  
44 B BR 4 16840  
0 DC V/S FR FRT 66-80  
-----  
7434 V F4 P23 BLU 7221-4569-1277 V52237  
42 B BL 2 SRS 16701  
0 TT AXLE W/V 60-80  
-----MODEL IS V F4-----  
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Anyone have an idea what this might be?)

In addition to the 56J, I still have:
1963 G.T. Hawk (Grandpa's)
1962 G.T. Hawk parts car
1958 Silver Hawk
1957 Golden Hawk (last April 1990)

I am a life time member the the national SOC, a member in the Michigan Chapter SOC, a member in Dick Delson's Total Performance Club, and last but not least, your 56J ONLY.

Thanks for all the great info and work

NOTE: Thank you John, for all the info. I'd like to make one last comment regarding the engine in John's car. The Packard OHV V-8 was built at the Packard engine plant, one of the industry's newest engine factories at that time, in the Detroit suburb of Utica, Michigan. It is always possible that an engine earmarked for a full sized Packard, could have somehow ended up in a 56J. Who knows, it could have been a special order. Maybe the original production order might have some extra information.

LETTERS (Continued)

JIM MIELKE PLANO, TEXAS

In reply to some of the questions in issue #010.

1. 56J TWO TONE PAINT:

A. My car is original.

B. My car has body #121 and South Bend chassis #91

C. Dennis Larkin indicates my car has the "late" paint scheme

D. My car does have the "early" trim.

E. I do not believe that the two-tone pattern changed when the trim changed.

F. I do not believe that the South Bend plant and the Los Angeles plant were uniform.

2. SIZES OF PACKARD DESIGN 1955 AND 1956 V-8 ENGINES.

A. All engines had a 3.5 inch stroke.

B. If the engine went into a 1955 Nash or a 1955 Hudson, it had 320 CID. No exceptions are known

C. If the engine has a motor number starting with "554", it should have 320 CID. However:

(1) At least one of these "554" types is known to have been successfully bored to 352 CID, and at least two of these "554" engines were ruined in similar attempts

(2) Some "554's" continue to be erroneously called "352's".

(3) After 320's dwindled in the parts system, the factory routinely supplied 352's over the counter as replacements for 320's. As parts stock engines had no motor numbers, and the usual practice was to stamp the I.D. number of the original motor on the replacement, at least a few genuine 352's are known to have gotten "554" numbers this way.

D. If the engine has a motor number starting with "568" or "569", it should be a 374 CID. (A "569" is a 1956 Caribbean with 2 four barrels and a "568" is a 1956 "Four Hundred Hardtop" or a 1956 Patrician with one four barrel).

E. If the engine went into a 1956 Nash, 1956 Hudson, or 1956 Studebaker, it should have a 352 CID configuration, however:

(1) The Studebaker dealer in Orange, Texas installed a complete "569" motor from parts stock (Iskenderian camshaft was used) in an unsold 1956 56J. The original engine number was stamped into this engine and the original engine was shipped out of state for legal reasons.

(2) The Studebaker dealer in Orange, Texas told me in 1955 that 56J cars with "569" type motors had been made BY THE FACTORY for dealers in Siblee, Texas and Los Angeles, California. He stated that his order for such a

car was rejected because the factory did not want to issue warranties on either the manual or automatic transmissions in such cars.

F. All 1955 Packards, including Clippers, had 352 CID engines installed at the factory, except:

(1) All 1955 Clippers using chassis codes starting with "554" used the 320 CID motor per 2.C. above.

(2) Rumors indicate a few export 1955 big Packards had 320's, but these stories are probably wrong.

G. All 1956 Packards with Executive or Clipper designations used 352 CID motors.

H. Many 352 CID motors were bored successfully to 374 CID. Some were ruined in such attempts.

3. VALVE COVERS

A. Packard made "Clipper", "Caribbean", "Packard", and plain valve covers. Usage was obvious.

I hope this clarifies, not muddies

NOTE: Everything Jim mentioned about the engines, except for the special cases, seems to agree with the information we presented in issue #004.

In issue #010, we noted that Packard had 4 different part numbers for their valve covers which also matches Jim's comments. I just wonder why the plain valve cover would not have had the same part number as the Studebaker 56J valve cover.

Jim raises an interesting point about the paint scheme changing, or not changing, with the switch in trim at serial #6030469 (see issue #005). It would seem that this would have been a logical place to make the switch, but is this what actually happened?

Issue #003 contained a letter from former 1956 Golden Hawk owner David Simon of Rockville, Md. In his letter, David told of some research he had done. I think it is worth reprinting a part of his letter here:

...So I pulled the engine and decided to bore it out. I obtained a couple of 352" blocks from the Packard dealer that had been cracked by freezing up. I broke them up and measured the cylinder wall thickness. I concluded that a 352" block could be bored 1/4" oversize, so that is what I did. This gave a displacement of 397".

I know it is hard to remember everything that has appeared in these newsletters. Those of you interested in this sort of thing may want to re-read David's comments.

LETTERS (Continued)

GEOFF FDRS MONTEREY, CALIFORNIA

In the most recent issue of S6J ONLY, Brent Hagan wanted a radio schematic. For some reason I do not seem to have his address in any of the issues I have.

In any event, you might want to put in the bulletin that I have the Delco/United Motors Service radio service manuals for all of the Delco radios in Studebakers from the early 1950's through the early 1960's. I also have the installation guides in case somebody wants to put a radio into a car that didn't have one originally.

Prior to (I think) 1955, the Studebaker radios were made by Philco. My personal opinion is that the Philco radios in the earlier cars were not as good. Perhaps the change to Delco radios came about at the same time the voltage change to 12 volts occurred.

Anyone who wants a copy of the Delco service data for their radio can write me at my new permanent address of P O Box 342, Monterey, California 93942, and I will reproduce the proper data for a \$1.00 charge, postpaid.

Also, anyone who is having trouble with a completely dead radio should, after checking their fuses, turn the radio on and listen for the "buzz" of the vibrator. No buzz means no vibrator action and therefore no radio high voltage. The vibrator can be removed by a wiggling upward pull; it is located on the right rear end of the lower portion of the radio chassis.

You don't have to take the radio out of the car to reach it. It is a little metal can with three pins on the bottom. Most vibrators get some oxidation on their contacts after sitting for years without being used. I usually can get all but the most stubborn cases going again by repping on the case of the vibrator with a rubber mallet or bouncing it on a carpeted floor. Watch out that the pins don't break. If that doesn't make it start, try taking a pair of electronic-store alligator clip-and-jumper wires to a 12 volt battery and sparking them randomly to the pins.

If this works you'll feel the vibrator start buzzing. Connect one wire to the center pin and briefly touch the other to either of the others. It doesn't matter which is plus or minus.

I used to work in a Delco shop and can help anybody with radio problems.

P.S. My correct home telephone for the roster is 408-649-3103, office 408-373-7637. (NOTE In a subsequent letter, Geoff adds the following.)

Another source of radio data is Howard W.

Same Publications. They are available on an order basis at most wholesale TV parts houses (where the TV repairmen buy their parts). I think the SAMS information was just a photocopy of the Delco information, however.

You might warn people taking their radios out of the car that the dial glass is somewhat fragile and should be treated with care as it is can be easily broken.

Your reprint of Richard Quinn's letter concerning the Los Angeles accessory production codes is interesting in that my production order appears to indicate "power seat" although my car never had one from new. I have never seen a Hawk of any year manufacture with a power seat; do you think such an option was available on Hawks?

NOTE: I have production orders for serial # 6030038 and 6030044 both of which indicate Power Seats. Perhaps we will hear from the owners, Chuck Barryman and Robert Lehr, and find out if their cars actually have this option.

These are early production cars and in thumbing through my production orders, I didn't notice "power seat" listed until Larry Michael's car, serial # 6033171.

Page 33B of the Body Parts manual does show the following:

Illust. 2327-14 part # 1314139
Description FRAME, seat bottom - K - Electric for cars - 56G, 56H, 56J.

This would indicate that the power seat option was available on the 1956 Golden and Sky Hawks, and probably the rare Flight Hawk hardtop.

I do know of a 1957 Golden Hawk which has a power front seat. The button is located in the center on the bottom front of the seat just above the transmission hump.

Let me say once again, that Newman & Allmen has been known to occasionally make mistakes in transferring data to the production order form.

DON BUCKLAND KILOWNA, BRITISH COLUMBIA

I can't tell you how important your newsletter has been to somebody like myself.

For the most part, the 1956 Golden Hawks have been given little, or no, coverage in the SOC Magazine.

When I bought my car 7 years ago, it was painted all white. Auto shift lever was a make shift, through the hump in the floor. Also the car came with after factory dead weights, bolted to the frame, each weighting 100 lbs.

I have since removed the weights for the good of the rear springs. The car must have been raced.

LETTERS (Continued)

BILL GLASS VALHALLA, NEW YORK

I bit the bullet on Ground Hog's day, realizing that spring would soon be upon us, and contacted a trim shop whose owner was willing to do a complete redo back to original interior. I went to his place and picked out the material, and got him the gold piping that goes between the seat patterns. I also got some of the mylar from SMS, but instead of the 35 bucks a yard, we paid \$60.

Final coats of paint are on, and the dash has been sanded, primed, and painted. I had the trim shop recover the "pad" on top. JUST DASHES in California wanted \$380.00 to do this job. The fellow in the Bronx did it for \$100.00. While not original, it has a sewn seam, it looks as good as new.

As far as headliners are concerned, we are at this time opting for a cloth headliner because the interior has to be done, and to sit and wait for a vendor to come up with both headliner and bows, makes the car unusable. In the event that such a headliner comes along, we will install same.

Some important notes about final assembly on the car. We found that the car had been leaning to the right and for months, my wife insisted the garage wasn't level. Last week, after aligning everything by eyeball, we bought a high level, 6 foot long. Garage was level, car was not. Here's the trick. There are two important body adjustments, height wise that have to be made. One is at the support that the cowl (firewall) rests on, and the other is at the radiator front fender support.

On the cowl support, there were once rubber body spacers. This simple spacer makes the car sit up higher. The front shim rubber also brings fender height into alignment. I used 1/2" tailpipe hanger rubber to support the body.

Next thing I also discovered was the vent openings on the side that are so prone to rust have a lip on the inside where the two sandwiched pieces are welded. I used some new paintable "LexAn" sealer. It dries clear and works very well in sealing up this joint.

I have found the minor differences in front fenders on 56 vs. 62. The 1956 front fenders have holes drilled in them to allow the headlight wires to go from the junction block on the fan shroud. There are no such holes on the 1962. Also, slightly different is the rear portion of the fender where the springs that counter weight the hood are. On the 1956 version, the angles of sheet metal are much crisper, and the mounting is flusher. On the 1962, the angles are softer and these must be "banded" in until

the fender fits, then primed and painted.

Also different is the way the wiring harness is carried from firewall to front of car. I made my own clips and put them in position as per original. Other than that, 1962 fenders fit and look identical.

I must say that if I ever build another Golden Hawk from scratch, I will start with a better body, that is, one with a complete floor and door posts which are attached to the car. To build this car with no floor, no sub floor boxes, no out rigger supports, and have it all come together with proper fit is some major undertaking for a guy who never "tinkered" with a car before. What impresses my wife and friends is the fact that the doors open and close, the hood fits, the trunk lines up, and the trim also fits. That is very scary.

This week I have to wire the dash and install the defroster ducts and wiper cams/arms. The fellow who I thought would take about two months to do the interior, did it in two weeks. Not like the last car I had done which took the upholsterer several months.

I am enclosing a little "goodie" that we had printed up and that we are offering for sale. It is a "sun shade" that is dedicated to Studebakers with room for information to be used at car shows and meets. The back also has a "help me" type message. We are retailing them for \$9.95 + \$1.50 postage and handling.

(NOTE: The sun shade Bill sent me is white with blue lettering. I had to cut it down around the edges to fit the Hawk, but it works great at car shows with space for year, model, owner, engine, HP, CID, etc.)

GOOD AS "GOLDY"

Among the information sent to me by Vince Habel, was a story called "Goldy" written by John Reises. John wrote the story about his 1956 Golden Hawk around 1973.

I wrote to John, asking him if I could use the story in an issue of 56J ONLY. He not only agreed, but added a few paragraphs on to the end to update the story.

You'll find the story later in this issue. I think it is kind of interesting in that although there is a gap of 18 years between part one and part two, you can't really tell where the separation is.

The original story ended with John deciding to retire the Golden Hawk from everyday driving and use it on sunny Sundays and SDC meets.

John and Goldy have been together for a long time and their story is an interesting one.

WANT ADS

ADS WILL RUN FOR 1 ISSUE ONLY AND SHOULD BE 1956 GM RELATED DROP ME A CARD WITH ANY CHANGES IF YOU WISH TO RE-RUN THE AD.

FOR SALE

1956 GOLDEN HAWK, 500 CID Cadillac V-8 with 400 Turbo transmission. Red/White exterior with red velour interior. \$13,500 obo
Jim Horton 506 Rosebud Lane
Neptune Beach, Florida 32266
904-241-8752 or 904-354-5925 (work)

1956 Golden Hawk, auto, radio, body work done, needs interior, runs good (but car is not driven). Dash cover is shot but rest of dash is very good. Steering wheel bad. Arizona car, no rust. Missing front bumper brackets. Price of \$1995 includes set of wire wheel covers and caps (or \$1695 without the wires and caps).
Fred Roth 1255 LaBree Drive
Thousand Oaks, Ca. 805-497-1955

For sale or trade, power steering and automatic flywheel for 1956 Golden Hawk.
John P. Garris 51425 Arch Street
Granger, Indiana 46530

For Sale - T-Shirts by MRS.G's TEES featuring a 1956 Studebaker Golden Hawk on the front. \$9.95 + \$1.50 postage. Sun Shade (cardboard, fits in front windshield) dedicated to Studebakers, but with room for information to be used at car shows and meets. Help me type message on back \$9.95 + \$1.50 postage.
Bill Glass 18 Lorenz Dr.
Yonkers, N.Y. 10595 914-946-2280

Reproduction of filter decals. (members only)
\$3.00 + small size SASE.
Frank Ambrogio 1025 Nodding Pines Way
Casselberry, FL 32707

Cassette tape of 50's & 60's music by The Studebakers. My 56J was used on the cover.
\$8.95 + \$1.00 shipping
Larry Michael Rd # 2 Box 11
Hughesville, Pa. 17337

WANTED

WANTED: Tachometer sending unit for 1956 Golden Hawk.
Arthur H. Mollison 415 Rogell Ct. # 2
San Mateo, California 94401

WANTED: SDC member looking for a nice 1956 Golden Hawk in #2 condition who will provide it with the TLC it deserves. Pictures would be

appreciated and will be returned upon request. If interested, please send details to:

John DeGarmo, P.O. Box 1258,
Battle Creek, Michigan 49016
or call me at 616-968-4267

WANTED: antenna, plastic headliner bows, dual indicator for auto trans, silver mylar strips used along the edge of headliner (above doors), dome light lens and bezel, rear view mirror.
Felipe Santana P O Box 3454
Mayaguez, Puerto Rico 00709
809-851-5173

Wanted - 1956 Hawk hood and 1956 Golden Hawk steering wheel.
John P. Garris 51425 Arch Street
Granger, Indiana 46530

Wanted - 1956 Golden Hawk steering wheels in any condition, even if all you have left of your wheel is just the rim. We would like to see if these can be re-cast using a good wheel for a mold. Must be part # 1540647
Frank Ambrogio 1025 Nodding Pines Way
Casselberry, Florida 32707

Wanted - plastic headliner bows; chrome check mark (or V) which go on the front of the fiberglass fins.
Robert M. Fitch 1556 Monte Viento Drive
Malibu, Ca. 90265 213-456-7529.

GOOD AS GOLD (book)

Last issue, I printed a letter from Ben J. Dyer, President of "The Gold Book" which provides used car values to insurance companies and collectors. I wrote to Mr. Dyer indicating that I felt he was underestimating the value of the 1956 Golden Hawk. His response follows:

Thank you for your review of our Golden Hawk listings. We have just completed our quarterly updates, and your information was most helpful. On the strength of your comments and some additional research on our part, we did raise our value estimates for these cars.

*We will always appreciate hearing from you should you see new trends in the Studebaker market or notice any improvements that should be made in our coverage of your favorite Golden Hawks. Best regards,
Ben J. Dyer, President
(NOTE: If you have some thoughts on this, write to Mr. Dyer. See address in issue 10)*

"GOLDY"

By John Reiss

This is the story of "Goldy", my 1956 Studebaker Golden Hawk. Goldy, Serial # 6030390, was bought by my father from McLaurin Sales Company, Jackson, Mississippi. He decided to buy a Golden Hawk after seeing a gold Sky Hawk in the Studebaker dealer's showroom window. He ordered "Goldy", red and white, and received her on March 29, 1956 after trading in a 1954 1-1/2 ton Chevrolet truck and a check for \$2,562.50. She was one of three 1956 Golden Hawks sold in Jackson and to the best of my knowledge, is the only one of the three in existence today.

The car came equipped with 352 cu in. V-8, ultramatic, radio, heater, deluxe hub caps, manual antenna, red and white vinyl interior. Two accessory mirrors and windshield washers were added by the dealer.

My father asked my mother if she wanted the car, and he would take her old one, but mother, knowing how much dad liked the car, told him she would keep her old car. Everywhere we went people would stop my father and ask him what kind of car it was and where he bought it. He used it daily back and forth to work and all over town. Many people would gather to look at it and talk about it, but what really made their eyes "bug out" was when he opened the hood and showed the monstrous V-8 engine lurking underneath. The car was also extremely fast in acceleration and speed so all the hot rodders stayed away from my father even though some nuts would occasionally pull there Ford up to the red light and race their engine to soon be left there in a pile of dust.

My father put 50,000 miles on the car with little or no maintenance. The saddest day was when some "jerk" ran a red light and hit the left front fender. Pop had the Studebaker dealer replace the fender and repaint the car.

All those years I had been waiting until the day I could drive the Golden Hawk. When in 1960 he let me drive it, my wish was realized. I started college in 1962 and after hitch-hiking back and forth for 120 miles on weekends, he consented to let me use it to go to college.

But then in 1963 misfortune hit and one day the car would not back up. Something was wrong with the transmission. After spending \$200, we found out that water had leaked into the transmission and ruined the reverse band. The transmission repair shop could not fix it properly so my father then took it to the Studebaker dealer. Another \$250 and it worked fairly well. Then more troubles when a valve keeper broke and the valve released and broke a piston. We replaced the piston but the car didn't run right and the transmission was getting sick again. In 1964, my father parked the car behind the house because I said I wanted it and I would fix it one day. He then sold the car to me for \$1.00 to make it legal.

In the spring of 1965, I graduated from college and my graduation present was a 1956 Packard Patrician with a rusted body and a bad transmission shift mechanism. I had been trying to convince my father that we needed the engine for Goldy so he bought the car for \$50.

In December of 1965 with the help of some trees, a chain hoist and my mother, we swapped the engine and transmission to the Golden Hawk. The Packard transmission did not work properly so I decided to put in a 3 speed overdrive transmission. I had been looking for one for a couple of years but couldn't find one. Everyone, except my parents, told me it would cost too much and I would not find the parts to convert the car to stick shift.

One other point, on closer examination, the 1956 Packard engine turned out to be a 1955 Packard Patrician engine which has smaller heads and cu. inch displacement than a 1956 Packard Patrician engine with '56 carb, distributor and starter.

In February 1966, I entered the U.S.A.F. and was assigned to Keesler AFB, Mississippi. By advertising in a "Hot Rod" magazine, I picked up a 1956 Golden Hawk 3 speed overdrive transmission change over in Louisiana for \$75.00. I carried the parts home and put them in the trunk of the Golden Hawk. In 1967 I moved to Austin, Texas and towed "goldy" out there to begin working on her. After 4 months work, I installed the transmission and began working on the body. She got a paint job and new upholstery. By Christmas I was through or at least I thought I was.

Two months later I rolled her into a garage and went to Korea for 6 months. While in

Korea. I joined the Studebaker Drivers Club. When I got back the great paint job was cracking and peeling. After 25,000 miles driving, I parked the car and went to Alaska in June of 1969 for a year. While up there I wrote to a number of old Studebaker dealers looking for parts.

In June 1970, I returned and the paint was terrible but she ran o.k. and I took her to my first Studebaker meet at South Bend in July.

After a year in Missouri, I drove her to California. She averaged 18 miles to a gallon and 2000 miles to a quart of oil.

In January I brought my Golden Hawk to Nebraska. I decided to repaint her and rebuild the engine. I had put 38,000 miles on the engine and I wanted to go through it and see how it looked internally. I didn't want to have to pull the engine out at some later date after I repainted the car.

The weekend before I started working on her in February 1972, I went to Lincoln where I towed back my neighbors broken Volkswagon. People looked in amazement to see the Golden one running up and down the hills like the Volks wasn't even behind Goldy.

After 6 months, the engine was completely rebuilt back to 1956 Golden Hawk specs even the original Golden Hawk heads with an all new valve train. New motor mounts, pressure plate, clutch, timing chain, bearings, etc. were also installed. Near the end someone appropriated the starter, which fits only a Golden Hawk/Packard engine. It took two weeks to get another one. After solving other problems, I stripped the paint and removed all the chrome and rubber mouldings from the body.

I drove her to a body shop where she was primed and painted. Since 1969, I had begun collecting new chrome and rubber parts. After hundreds of letters and many visits to junk yards all over the country, she should be in the condition I wanted her to be. It took 9 years of work, searching and just plain old perseverance.

She will be retired from everyday driving. The gallant "Golden one" will only venture outside on warm sunny Sundays or to go see her friends at the SDC meets.

After the Lincoln, Ne. trip, I took her on her first long trip to the 1974 SDC meet in Colorado Springs where she placed second in her class. She performed super well on the highway and at the upper elevations. In fact, I took her up to the top of Pikes Peak. The up hill run to the top didn't seem to phase her one bit. I took Jim and Jean Richter, two SDC friends along for the fastest ride up the "Peak" they ever made. We passed many slow movers on the way up.

After that trip, Goldy went back to Jackson (1975) for two and a half years storage while I went to Turkey with my new wife. Frank, my younger brother and an avid Studebaker driver, fired her up every few weeks to ensure the engine was kept in good running condition. He even sent me a tape recording of the engine running.

In 1977 I returned to the States for a three year tour at Shaw AFB near Sumter, S.C. There Goldy received a new exhaust and battery. She also made one trip to Nebraska for a local zone meet to pick up another trophy. On the way up through the Smokey Mountains, she blew a tire. The problem stemmed from using a tube in an almost new tubeless tire. Prior to the trip, one of the tires kept leaking air. The tires for lack of use wouldn't properly seal and kept leaking air. The friction between the tube and tire generated heat causing the tire to burst. Luckily the new tire would now seal and we continued our trip.

Then in 1981 we moved Goldy up to Nebraska where she sat in storage for a year until a house could be found, purchased and a barn built to house Goldy and her children, a 1963 GT Hawk and a 1964 R2 Avanti.

In 1984 Goldy was put back in storage for two years when I was stationed in Illinois. Trips were made back and forth every so often to check on Goldy, her kids, and the house that we rented. In 1986 we moved back to our house with Goldy. She was entered in another regional meet where she took another trophy.

Today Goldy needs a new muffler on one side since they just rust away from lack of use. I have to repair part of the hood where the paint cracked after 17 years of rain, snow, and being kept indoors. Time takes its toll even under the best of conditions. A few weeks ago, she made her yearly spring run, ever willing to fly as fast as she can.

(P.S.) I have four kids age 4-1/2 to 15 who, rest assured, will take care of Goldy well into the 21st century.

1986 STUDEBAKER GOLDEN HAWK OWNERS CLUB - MEMBERSHIP ROSTER

05/22/91

NUM	NAME	ADDRESS	CITY	PHONE	SEATAL	BODY	ENGINE
0	ACAMS	CHARLES L.	P.O. BOX 3688	REDBLING, CA 96049	916-243-2537	6000370	2836
1	ANDREOIO	FRANK J.	6025 MIDDLING PINES WAY	CASSELBERRY, FL 32707	407-699-8446	6032195	2391 52920
66	BALL JR.	EDWARD ROSS	RT. 1, BOX 224	LORENA, TEXAS 76659	817-666-4168	6033343	3940 54761
37	BARANY	MICHAEL J.	5407 W. ANGELA DR.	GLENDALE, AZ 85308-3831	602-255-7670	6030769	1060 41136
44	BASHOR	RALPH	13452 W. FLORIDA DRIVE	LAKEWOOD, COLORADO 80228	303-988-3742	6031341	1839
51	BERG	LAMMY	P. O. BOX 280	CALDWELL, IDAHO 83606	777-439-4621	6031021	1353 51936
99	BEARHOLE	DEMVER W.	R.O. 2 BOX 343	JOHNSTOWN, PA 15904	814-266-8200	6031089	1386 52375
92	BERRYMAN	CHUCK	6281 EAST RD,	SCALES, IL 62073		6030038	6 51502
27	BONCHI	AL	2101 MAIN ST.	ALTOUJIPPA, PA. 15001	412-375-5761	6031389	52729
70	BODDERS	TOM	5596 OAK GROVE AVENUE	DAYTON, OHIO 45414	513-275-6401	6800147	215 51895
42	BOWERMAN	GORDON	BOX 314	WENAMA, ALASKA 99760	907-832-5473	6800406	1713 52122
71	BRANDT	PHIL	6640 N. SHERMAN DRIVE	INDIANAPOLIS, INDIANA 46220	317-259-8336	6031324	1898 52903
90	BUCKLAND	JOHN	R.R. 42 MCKENZIE RD.	KELOWNA, B.C. V1Y-7R1 CANADA			
84	BULAR	TOM & JOE	RD 82 BOX 366	EIGHTY FOUR, PA 15330		6032617	3031 41391
72	BUNZEL	ALF	2150 TROUBDALE ROAD	BURLINGAME, CA. 94010	615-497-8391	6800501	2717
1	CAVOLI	RANDY	RD 1 BOX 1570	ELMER N.J. 08518	609-358-7585	6030510	763 51147
13	DANDURAND	LEWIS	3505 N. GREGORY DR.	TUCSON, ARIZONA 85748	602-743-0451	6031047	1303 51928
63	DARRELL	JEFF	RR 11 BOX 356	RAYVIEW ST. YARWOUTH, NE 68096	207-846-3241	6033391	3972 54343
26	DIETZLER	BOB	4989 LEEDS ST.	SIM VALLEY, CA 93063	805-337-1642	6800307	600 52444
64	DRIMMER	AL	SKARBEGATAN 27	412 69 BOTENBORG SWEDEN	031-83-13 40	6032223	
17	EDWARDS	BOB	105 WILLANDALE DRIVE APT. 1	EASLEY, SOUTH CAROLINA 29642		6033090	3442 K1820
2	FACKLAN	JIMMIE A.	12300 W 100TH PL	LENEXA, KANSAS 66213		6032259	2669 K1308
69	FITCH	ROBERT	1556 MONTE VIENTO DRIVE	MALIBU, CALIFORNIA 90265	213-456-7529	6800343	
9	FORS	GEOFFREY C.	P. O. BOX 342	MONTREY, CA. 93942-0342	408-649-3103	6800376	2038 52461
22	FRENCK	BETTY C.	P.O. BOX 492	COCHRAN, GEORGIA 31014	912-934-7914	6032826	3356 K1631
93	GAILLEY	SHAN	772 NE WASHINGTON BLVD.	BARTLESVILLE, OK 74006		6032906	3401
15	GARIS	JOHN P.	51425 ARCH ST.	GRANGER, INDIANA 46530	219-277-4137	6032808	3321
25	GIRVAN	JOHN W.	273 SHEDIAC ROAD	MORFON, N.B. E1A 2S5 CANADA		6033183	3738
50	GLASS	BILL	18 LORENI DRIVE	VALHALLA, NEW YORK 10593	914-946-2280	6032779	3246 53338
38	GRIM	RON	1515 SMOUL CREEK DRIVE B.W.	CONYERS, GA 30207	404-760-7748	6031027	1356 52328
91	HAGEN	BRENT & MAUREEN	220 S. E. 95TH	PORTLAND, OREGON 97206		6800322	900 52376
10	HALL	JOE	2309 JERICHO ROAD	LA GRANGE, KENTUCKY 40031	502-222-9853	6032304	2849 52910
48	HALL	ROBERT	P. J. BOX 78	SALPHUR, KENTUCKY 40070	502-222-9853	6030689	980 52050
43	HALLÉ	ERNEST W.	P.O. BOX 826	CHEYENNE, WYOMING 82001	307-634-4111	6030633	933 52020
75	HARMOND	PHIL	28 SANFORD AVE.	BALTIMORE, MARYLAND 21228	301-747-6762	6032120	
86	HARRISON	CHARLES	12158 HUNTINGTON PARK	HOUSTON, TEXAS 77099		6800429	1822 K1318
16	HINSHAM	HOWARD R.	RT. 2 BOX 221	BELVIOERE, TN 37306	615-947-2006	6032221	2576 53205
76	HINSHAM	JEFF	RT. 1, CATALPA RD.	PETERSBURG, TN 37144		6031417	1783 52648
62	MOULE	BILL	22700 TERRITORIAL ROAD	ROGERS, MN. 55374	612-428-2888	6031653	2080 52599
30	JACKSON	LUTHER	119 21ST AVENUE S.W.	RUSKIN, FLORIDA 33570	813-645-2888	6030579	2840
96	JAMES	LLOYD A.	2010 VENUS DRIVE	NEW CANEY, TEXAS 77357	713-689-6366	6032333	2673
82	JASON	STANLEY	6403 N.E. BAKER HILL RD.	BRAUNINGE IS., WA 98160		6800234	
20	JENNELLE	JOHN W.	RT 1 BOX 227	EGGLESTON, VA. 24084	703-921-2121	6777777	3587
28	KRUG	MIKE	617 HILL RD	MARSHALL, MICHIGAN 49068	616-781-3404	6800434	1820 K1240
14	KUMMER	CARL P.	2327 MIDDLETON	WINTER PARK, FL 32792	407-644-0478	6031545	1587 K1261
55	LACOSTE	BRUCE J.	US8 MIBBOKUJI (300-63)	FPO S.F. CA. 94689-1120		6032182	
24	LAFORTI JR.	ANTHONY C.	357 W. CATALPA AVE.	WOOD DALE, ILLINOIS 60191		6030893	
77	LAMPHAN	CHUCK	4141 LYNETTE CT.	KEMESAW, GEORGIA 30144	404-926-7142	6800420	1814 52777
83	LARKINS	DENNIS	2491 SAWMILL RD. #1604	SANTA FE, N.M. 87505		6800019	146 51330
47	LEBUCHOWSKI	WAYNE	385 DUNDEATH AVENUE	WINNIPEG, MANITOBA R2K0K2 CAN	204-681-0897	6031261	1573 K1201
74	LEHR	ROBERT	3 HAYWARD STREET	BOUND BROOK, NJ 08805		6030044	0090 51541
31	LONG	DALE	24 MILMAR DR.	QUINCY, IL 62301		6030996	
46	LUCAS	JIM	1043 STATE STREET	AUGUSTA, KANSAS 67010	316-775-3359	6800470	
63	MAAS	ANDREW	4937 BARNHAM PENITE RD.	OROVILLE, CALIFORNIA 95965	916-533-4762	6800052	36 51287
32	MARONEY	GEORGE	9843 NORTH CUT ROAD	ROSCOMMON, MI 48453	517-821-3427	6032847	3370 53420
23	MCKEE	JAMES C.	200 KILDEE DRIVE	WEYFORD, PA. 15090	412-935-2485	6030375	51849
94	METCALF	ROBERT	18387-A-S. WHITE ROCK RD.	RANCHO CORDOVA, CA 95670			576

52 MEYER	ROD	ROUTE 4 BOX 31	BENTON, ARKANSAS 72015	6030754
67 MICHAEL	LARRY	R. D. 2, BOX 11	HUGHESVILLE, PA. 17737	6033171 3763 54306
57 NIELKE	ZIR	6512 CHIMABERRY	PLANO, TEXAS 75023	6036091 121
29 MILLER	LAWRENCE	ROUTE 1	GARDEN CITY, KANSAS 67846	316-275-5038 6032736 3218
100 MOLLISON	ARTHUR M.	415 ROSELL CT. B2	SAN MATEO, CA. 94401	6800117 169
40 MORGAN	J. B.	205 CARRIGAN BLVD.	MERRITT ISLAND, FL 32952	407-433-0984 6030766 1066
81 MULHOLLAND	TOMMA	BOX 53	BECKET, MA. 01223	413-623-6007 2271
88 McDONALD	RYRON	22 E. CHURCH ST.	AURORA, MO. 65605	417-678-4466 6031949 2316 63227
73 McGANNON	BILL	321 LUCHARA STREET	DENVER, COLORADO 80221	303-428-3174 6032498
4 McKNIGHT	JAMES H.	11810 W. 65TH ST.	SAPULPA, OK 74066	918-227-2939 6030654 882 62054
39 MAULE	CHUCK	12788 TRAMSTRAH TR	VALE, ARIZONA 85641	602-647-3638 6030020 147
49 NICKERSON	LOWELL	620 1ST AVE N.E.	LARGO, FL 34640	813-587-0826 6031082 1385
56 NOLTE	RALPH	RT 1 SOUTHMOOR RD	DELPHOS, OHIO 45833	6030301 471 51648
34 OAKLEY	GARY	3312 FLINT AVENUE	LUBBOCK, TEXAS 79410	806-794-3343 6031989 41301
33 PARTON	JOE	P.O. BOX 94	CARRIER HILLS, IL 62917	6033150 3733 41815
30 PASSBACH	EARL	1219 E. CLIFTON ST.	TAMPA, FLORIDA 33604	813-238-4571 6032350 2790 23376
60 PAUL	RICHARD	R. R. 1, BOX 203	DAVENPORT, ME. 68335	6032757 3326 53408
19 POE	RICHARD	RT 4, BOX 69	ALMORA, INDIANA 47001	513-385-9163 6030390 546
3 RAISES	JOHN	519 OAK HILL ROAD	PLATTSMOUTH NE 68048	919-669-2930 6031195
98 RAMUS	WILLIAM E.	RT 1 BOX 36	CURRIE, N.C. 29435	804-831-5173 6032919 3446 54005
80 SANTANA	FELIPE	P. O. BOX 3484	MAYAGUEZ, PUERTO RICO 00709	707-895-3722 6800341 2902 53891
18 SCHAFER	PATRICK	7000 SIGNAL	PHILO, CA 95466	6032231 2644 51877
59 SCHMIDT	KENNETH	2826 E. DECATUR	MESA, ARIZONA 85213	208-839-2237 6030849 1140
99 SCHWARTZ	THOMAS E.	BOX 44	WHITE BRD. ID. 83354-0044	206-735-3127 6860274 705 51192
31 SEYON	CLAUDE E.	10720 SE 290TH ST.	AUBURN, WASH. 98002	602-797-2069 6031872 2256 53122
61 SHIPIONE	DEBORAH L.	3450 W. SANDHURD DIVIDE	TUCSON, ARIZONA 85741	805-934-4662 6800151 219 51784
68 SLATTER	BEN	481 STAMSBURY DRIVE	SANTA MARIA, CALIFORNIA 93455	6030796
36 SLOUGH	CHARLES R.	P. O. BOX 184	GRATTS, OHIO 43330	319-875-8772 6032686 53825
6 SNOYER	TOM	611 2ND ST. S.E.	DYERSVILLE, IOWA 52040	6033284 3878 54326
78 SPRAY	HENRY T.	3470 STATE RT. 48	LAWRENCEBURG, IN 47025-8616	415-282-4446 6800370 52448
5 WALLIS	JOHN	434 HOLLADAY AVE.	SAN FRANCISCO, CA. 94110	518-877-8652 6030469 734 51457
93 WASHINGTON	ROBERT W.	6 HAMOR COURT	BALLSTON LAKE, NEW YORK 12019	702-853-5949 6033401 3958
87 WEBB	ED & DIANNA	2325 MEADOWBROOK LANE	CARSON CITY, NEVADA 89701	6032821 3349
101 WENGER	RONALD E.	525 FALLING SPRING ROAD	CHAMBERSBURG, PA. 17201	216-258-4593 6032964 3485 54105
89 WILLMAN	THOMAS R.	20018 ALBION ROAD	STRONGSVILLE, OHIO 44136	614-986-6803 6031718
12 WILLIAMS	JOHN W.	11461 U.B. 22 WEST	WILLIAMSPORT, OHIO 43164	505-281-5788 6030306 475 51869
41 WILLIAMSON	GREG	SR BOX 302	TIJERAS, NEW MEXICO 87059	919-492-7337 6030712 064
97 WILLIAMSON JR.	I. M.	RT B BOX 515	HENDERSON, N.C. 27536	404-925-3844 6032820 3352 53273
79 WOLAK	FRANK	3731 WILLOW HILL DRIVE	LAWRENCEVILLE, GA 30244	412-523-6201 6032103 2350 53195
54 WOLFE	WILLIAM E.	107 HIGHLAND DRIVE	JEANETTE, PA. 15644	312-357-8873 6033431 4051
21 ZORN	BRUCE	985 N. LODGE ST.	HAPERVILLE, IL 60540	
		TOTAL	98	

SEAT BELT DECALS

\$5.75 - \$6.00

John Brichetto of Autosport Specialty, called to ask our help in determining his cost per unit for the reproduction of seat belt decals as used on the 1956 Golden Hawk. The decal is about 1-1/8" in diameter, red background with black letters (S P). Each letter has a white border around it. Below the letters is a large "V" symbol in black and white.

John told me that Dennis Larkins has done the artwork for the decal and Jim Geary has a truck to use as a model.

If you think you might be interested in purchasing a set of seat belt decals, contact John Brichetto at Autosport Specialty

P. O. Box 9553 Knoxville, Tn 37920 Tel 615-573-2580

SUMMARY

JIM MIELKE AND CHARLES ADAMS TALK ABOUT THE PACKARD OHV V-8.

JIM LUCAS ADVISES USING "LABELLE 101" OIL FOR LUBRICATING YOUR TACHOMETER.

CHUCK BERRYMAN WONDERS IF DECALS WERE USED ON THE CHROME VALVE COVERS.

GEOFF FORS HAS DELCO RADIO SERVICE MANUALS AND CAN HELP ANYONE WITH RADIO PROBLEMS.

CHARLES ADAMS STATES THAT THE 374 CID PACKARD ENGINE WILL FIT IN THE 56J.

GEOFF FORS ASKS IF ANY GOLDEN HAWKS CAME WITH THE POWER SEAT OPTION.

BILL GLASS SAYS THERE ARE SOME HEIGHT ADJUSTMENT SHIMS.

JOHN BRICHETTO, AUTOSPORT SPECIALTY, WANTS TO KNOW HOW MANY PEOPLE ARE INTERESTED IN SEAT BELT DECALS. P.O. BOX 9553 KNOXVILLE TN 37920 615-573-2580.

THE 1956 STUDEBAKER GOLDEN HAWK OWNERS CLUB
C/O FRANK AMBROGIO
1025 NODDING PINES WAY
CASSELBERRY, FLORIDA 32707