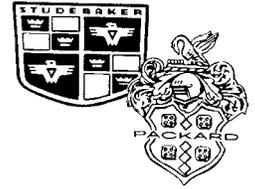


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 022

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## BODY LANGUAGE

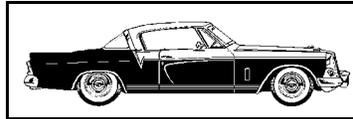
By Frank Ambrogio

The parts manual indicates that the new tri-level paint scheme began with body # 469. I keep wanting to equate body # 469 with serial # 6030469, as I did in issue #020, but this is not the case.

Bodies were not assigned to serial numbers in sequence. The only way to determine at what point the original style paint scheme ceased would be to examine the production orders.

Thanks to Dennis Lambert and Newman & Altman, I did just that and the results proved quite interesting.

I want to stress that all the material which follows is based on the information recorded on the production orders. I



ORIGINAL PAINT SCHEME

have found some errors on these documents but, as was the case with the wheelcover article, they are the only records available.

The last South Bend car with the original style paint scheme was serial # 6030952 which was fitted to body # 245. This car was painted P5641 Ceramic Green/Snowcap White and had a final assembly date of 12-21-55.

The last Los Angeles 1956 Golden Hawk painted in the original paint scheme was serial # 6800242 with body # 408. This car was painted P5635 Snowcap White/Sunglow Gold and had a final assembly date of 12-29-55.

The picture is more clear if we look at the last five serial numbers to have the original paint scheme:

	SERIAL #	BODY #	DATE
South Bend	6030321	460	11-21-55
	6030336	419	11-22-55
	6030350	421	11-22-55
	6030751	103	12-12-55
	6030952	245	12-21-55
Los Angeles	6800237	402	12-28-55
	6800238	406	12-28-55
	6800239	407	12-28-55
	6800240	403	12-28-55
	6800242	408	12-29-55

Notice that there was quite a gap between the last 3 South Bend cars while 6800241 is missing from the Los Angeles list.

The first South Bend 1956 Golden Hawk to be painted in the new tri-level paint scheme was

serial # 6030289 fitted with body number 470. This car had a final assembly date of 11/19/55, and was painted P5620 Airforce Blue/Daybreak Blue.



TRI-LEVEL PAINT SCHEME

The first Los Angeles assembled 1956 Golden Hawk with the new tri-level paint scheme was serial # 6800188 fitted with body number 599. This car was painted P5638 Mocha/Snowcap White with a final assembly date of 12-14-55.

Looking at the first five serial numbers to have the new tri-level paint scheme, we have:

	SERIAL #	BODY #	DATE
South Bend	6030289	470	11-19-55
	6030290	473	11-19-55
	6030294	476	11-21-55
	6030296	469	11-21-55
	6030297	472	11-21-55
Los Angeles	6800188	599	12-14-55
	6800189	593	12-14-55
	6800190	596	12-14-55
	6800241	1206	12-29-55
	6800243	567	12-29-55

As stated earlier, the body numbers were not assigned in sequence so it can be a little confusing. The previously mentioned serial # 6800241 shows up in this list with body # 1206. Some cars with higher serial numbers have the original paint scheme, while some with lower serial numbers have the later tri-level paint scheme.

One item I found interesting was that serial numbers 6030002 through 6030026 did not have a body number listed. Instead of a paint code, the word "omit" was printed on the production order for each car. All 24 cars were exported to Brussels, Belgium.

Evidently those cars were painted at their destination. The paint scheme used on those 24 cars is anyone's guess. I thought that because those cars had no body numbers, I would find many missing body numbers in the 1-468 range. A more thorough examination proved that this was not the case. A check of all the body numbers in the range of 1 - 468, revealed that only body numbers 85, 106, 170, 223, and 300 were missing. It is doubtful that the 24 cars exported to Belgium would

have had body numbers higher than 468 since they were among the first 26 cars produced.

I decided that I would try to see if I could find any clues that might help me locate these 5 missing body numbers and thus determine which serial number might be assigned.

The first clue came when I discovered that both serial # 6030058 and 6030059 were listed with body # 107. Body # 106 was not listed for any serial number. It is most likely that one of the above serial numbers (6030058 or 6030059) was built with body # 106.

The second clue involved body # 170. The production order for serial # 6800118 did not show a body number. In looking over the list, I noticed that serial #s 6800114 through 6800117 were assigned body #s 166 - 169. Serial #s 6800119 through 6800121 were assigned body # 171 - 173. It seems almost certain that serial # 6800118 was assigned to body # 170. Unfortunately, none of these serial numbers is registered in our group, so we will probably never know the real story.

Finally, serial #s 6030104 and 6800038 both showed body # 22 on their production orders. Upon closer examination, I noticed that for serial 6030104, the body # 22 was followed by a funny inverted arc which looks very much like this . Since body # 223 was missing, I decided that 6030104 probably had body # 223. The inverted arc was probably the bottom part of a 3. In many instances, a series of body numbers (not necessarily in sequence) ran within a range of serial numbers. Serial 6030110 had body # 222 and 6030099 had body # 224 so this fits in the general range.

If all the above is correct, this leaves only body #s 85, and 300 unaccounted for. Since I was unable to look at every production order, either or both of these body numbers may appear on a serial number beyond the area I was able to check.

I'm not familiar with the production process used by Studebaker. I suppose a few bodies could have been built, painted, and stored in a corner somewhere. As a particular colored body was needed, one could have been snatched from the pile and mounted on the appropriate serial number. Does anyone know the procedure?

Due to the random assignment of body numbers, the paint scheme change cannot be tied to any particular serial number. For the period of 10-28-55 through 12-21-55 in South Bend, and 12-14-55 through 12-29-55 in Los Angeles, both paint schemes were being used.

The body number remains the only way to tell which paint scheme was used on any given car. Body # 1-468 was painted the original paint scheme while body numbers 469 through the end were painted the tri-level scheme.

## AIR CLEANER (OIL BATH) DECAL



I was finally able to get the air cleaner (oil bath) decal reproduced. This is the decal with the special wording we have

discussed in previous issues. I am sure it was used on at least some, if not all, 1956 Golden Hawks. The yellow/black/white decal is approximately the same size as shown above at 3" X 1-5/8".

The decal on your car's air cleaner may be different from the one above, and may very well be the correct one. We may never know if all the 1956 Golden Hawks used the same air cleaner decal or if more than one was used.

According to the 1955-58 Chassis Parts Catalog, the 1956 Golden Hawk had its own air cleaner. Part Number 1540431 is the only one listed for the 56J. The other wet type air cleaner for a 4 barrel carburetor (C-K models) was 5366618x3. That one was used for all eights except 56J, 57L, and 58L. Models 57L and 58L are Packards. The wet type air cleaner used on non C-K models was part # 536617x3.

I don't know what the difference in air cleaners would be as they all look alike to me. Since the 1956 Golden Hawk air cleaner had a special part number, most likely the decals would be the same for all 1956 Golden Hawks.

Member Jim Bella of North Liberty, Indiana recently sent me a very detailed photo of the original decal from his 1956 Golden Hawk and it is the same as the one shown above.

Several of the Studebaker vendors have many different style decals available. The price is in the \$6.00 range. If your decal has ever been replaced, chances are it was replaced with one of these different styles.

If you want one like the one shown here, it is now available exclusively through **your 1956 Studebaker Golden Hawk Owners Register** at \$4.00 plus the usual SASE. I have added this item to the decal ad at the end of this issue.

## STEERING WHEEL PROJECT MAKES A U-TURN

Member Doug Jackman informed me that *W W Motor Cars & Parts, Inc.*, was no longer recasting our steering wheels at the \$380 price. I wrote to them for more information. Their response follows:

*W W Motor Cars & Parts, Inc. June 21, 1995*  
Dear Mr. Ambrogio:

*Recently we have had the unpleasant task of informing many of our past customers of a drastic price increase in steering wheel recasting. I am sorry we will not be able to continue our previous arrangement, but I would like to explain.*

*About a year ago, our accountant recommended we examine the steering wheel department because it appeared to him that it was not operating at peak efficiency. As we examined, we discovered that there were*

indeed some major flaws in the operation and we were losing money. We made some changes, raised the prices, and continued to observe. What we observed was that with our current process, (non-vacuum mold and hand sanding and polishing), in the context of a restoration shop, there is no way to charge a flat fee and still have an acceptable profit margin. By acceptable, I mean a number above zero. Unfortunately, other income from the shop had been masking losses in the steering wheel department.

We decided to close it down. The calls for steering wheels, however, kept coming. We feel obligated to provide the service in some way while there is such need for it, but cannot go on losing money.

We are currently seeking a buyer for the process. We feel that an individual working from his home would be able to do the work at a much lower cost than we can. An individual would have less overhead and no salaries to contend with.

Until we find a buyer, we will do the recasts on a time and materials basis. Our labor rate is \$30.00 per hour and because of the time involved in sanding and polishing, it could very well be as much as \$1,000.00. The average wheel takes at least 20 hours, even if all goes exceptionally well, which it usually doesn't.

Again, I regret that this is the case. however it is unavoidable. I thank you for your business, as well as the word-of-mouth advertising you have obviously been giving us. We look forward to serving you again in the future.

Sincerely,

(Mrs.) Lisabeth W. Wenger Office Manager

The steering wheel article in issue 014 (August 1992), listed another company (The J. B. Donaldson Company, 2533 West Cypress Street, Phoenix, Arizona 85009, 602-278-4505) which remanufactured wheels. I wrote to them at the same time I wrote to WW Motor Cars & Parts, Inc., but I never received a reply.

I called the company and spoke to a lady named Mary. She told me that they could probably remanufacture the wheel at a cost of about \$325 if they have a mold. If they have to make a mold, the first wheel would be approximately \$475. She sent a brochure and a letter which follows:

Hi Frank 9-14-95

I'm enclosing a couple of brochures and a price list of molds we now have available. If you would just send one wheel I could call you back with a price. Sorry it has taken so long to get back with you (business has been good.)

Maybe you could send us a copy of your club's newsletter (See if I can get Mr. Donaldson's attention with that.) Actually, we have two businesses going here. American Fiberglass mostly manufactures large fiberglass water tanks, as you probably know, Arizona doesn't have water like Florida.)

Keep in touch - Mary

Perhaps if we sent several wheels at one time, they might waive the cost of producing the mold. Another option would be to start a fund to produce the mold and get the project

started. Anyone interested in handling this venture, or contributing to the cost of making the mold, can drop me a note. I'd appreciate any suggestions.

## BACK-UP LIGHTS

Member Bob Strait, and Westmoreland Studebaker's Craig Piper (who restored Bob's car), asked if the spacers on the back-up lamps were used on 1956 Golden Hawks. The item is shown as 0632-3, part # 1540328 in the electrical section of the parts manual. It is not listed for the 56J.

I bought two new old stock sets of back-up lamps several years ago and mounted them with the spacers. I still have the old back-up lamps. One of them is still mounted to the rear bumper gravel deflector which I replaced when I had the car painted.

This car came with back-up lamps and, judging by their condition, I would have to say they are the originals. They were mounted with the spacers.

My second car did not come from the factory with back-up lamps. They were added by the original owner, and they too had the spacers.

Page 17 of the April 1956 issue of *Hot Rod* magazine shows a rear view of a 1956 Golden Hawk with back-up lamps. Even without using my magnifying glass, I can see that the spacers are present on the lamps. A look at several other magazines of the era also seem to indicate that the spacers were present.

I don't know why the spacer is not listed for the 1956 Golden Hawk as that area of the car is the same as the other Hawks of 1956.

Does anyone have more information on this?

## HEADLINER UPDATE

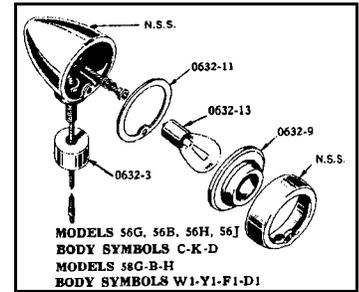
Rene Hargar of *Phantom Auto Works* in Knoxville, Tennessee, has reproduced the four piece headliner for our cars. I was able to see one in Dearborn at the *31st International Studebaker Drivers Club Meet*.

Rene said he was trying to improve on the product. One item of concern was to be able to form the ends so the four pieces could be shipped and installed without the buyer having to bend the ends to fit the roof contour.

A second item dealt with the hole pattern. On original headliners, the holes are arranged in a 45 degree angle with respect to the front

to back placement of the headliner. On the sample Rene had at the meet, the rows of holes were at 90 degrees and ran straight from front to back and side to side.

Those two items may be corrected by this time, so if you are interested in a new



headliner for your 1956 Golden Hawk (or Sky Hawk), give Rene a call. He can give you the up to date information.

The price is a healthy \$250.00 (and may change) and it could be several months from order time to actual delivery.

## FROM THE MAILBAG

(Edited as required.)

**BILL LADROGA  
HOLDEN, MA**

May 25 - Sept 19 1995



It was a pleasure for my wife Lucille and I to visit you in March and carefully examine both of your Golden Hawks. My Mocha and Snowcap White Hawk restoration will be the better for having seen yours. The video that I took of the cars came out fine and will give me an authentic reference for the restoration of my Hawk.

While vacationing in Sarasota, we also got a chance to visit with Bob Palmer to inspect and videotape his Daybreak Blue/Snowcap White Golden Hawk. He even took me out for a drive in it. It's quite a head-turner!

As a result of my visit with you, I've decided that I'm going to have the Snowcap White color changed to Doeskin on our GH when I have the car painted. The Mocha/Doeskin combination is just too beautiful to pass up. However, I'll have to sell one or both of my other Studebakers to start the full restoration of the Hawk. My black 1953 Champion Regal coupe and 1957 President Classic are fully restored and beautiful automobiles, but my car insurance is costing me a fortune, even if the three cars are registered as antiques!

The article on wheelcovers in issue # 021 of *56J Only* (another priceless issue) was outstanding! While my Hawk was originally ordered with the AC-2738 wheelcovers, to me, it just plain looks better with the AC-2799 spoke-style wheelcovers, so that's the way it's going to stay. Not to use it as an excuse, but I couldn't agree more with Dick Quinn's article on Studebaker authenticity issues in the June 1995 issue of *Turning Wheels*. I'll get off my soapbox because I do have a couple of comments and questions.

My tachometer wiring was pretty well shot. The insulation was dried out, cracked and, had bare wiring shorting out all over the place. I took the advice of *56J Only* writers and rewired it with three-conductor extension cord wire. It wasn't quite as easy as I expected. You have to carefully pry open the tabs on the aluminum connectors so as to not break them, take out the Micarta insulators and unsolder the wires. Extension cord wire is also just a little too large in diameter to fit into the connector housings, so you have to cut the outer insulation just short of the connector. When you solder the three wires in place and pull up on the aluminum housings, the three wires are slightly exposed.

A small detail, but it took several hours to do a good job on the cable. It was also a little tricky resoldering the contacts at the brushes in the distributor sending unit. The brushes and leads are fairly delicate and you have to be careful. The brushes are spring loaded and want to go "sproing", so watch the tiny springs, and keep track of wire polarities!

I'm toying with the idea of installing back-up lights on the Hawk, but I'm having trouble finding a good pair. Any reader have a good pair for sale? I looked at the tear-drop shaped chromed clearance lights that are available in Harley-Davidson motorcycle shops that are sometimes used as substitutes, but they looked too cheap to me and were not available with clear lenses.

After visiting Bob Palmer in Sarasota and looking at his Los Angeles-produced car, I noticed that his lower body aluminum trim has two rows of sheet metal screws holding the pieces to the body. I don't know if that is the way the car was assembled in Los Angeles, or whether the museum restoration shop added them when the car was re-done. When I look in your wonderful, time-saving *1956 Studebaker Golden Hawk Parts Catalog*, that I bought from you, I noticed that enough fasteners are listed to provide for two rows on each piece, but my Hawk only has one row of sheet metal screws along each of the three pieces. I didn't get close enough with my videocamera to your cars to be able to tell how many rows of fasteners are on both your Hawks. What's the correct way of screwing the side moldings to the body? Do I have something different on my car?

I installed a larger-diameter front sway bar from a later Studebaker. The heftier bar really improves the handling. The GH does much better in the corners, with much less front end plowing. The later bar is bent differently from the 1956 and needs the two forward frame stand-offs from the later car. Two body bolts have to be removed from the front of the GH frame and the two stand-offs take their place. Well worth the effort!

Another tip is the heater blower motor. Mine died recently and I found a substitute at good old NAPA. Their *Balkamp* BK.455-1063 blower motor works, but two modifications have to be done. There is a housing cooling hole, common for later cars, that has to be plugged. I put a square piece of rubber over it with 3M weather-stripping cement and put a strip of duct tape over it to make sure it stays weather-proof under the fender. The other thing that has to be done is to remove the two long motor bolts and reverse them. The ones sticking out on the shaft end are too short. The bolts have one set of nuts swaged in so you can't just adjust the thread length. Once the bolts are turned around and the nuts tightened, the ends are just long enough.

I was also able to find someone I work with to repair my clock. After 40 years, the rubber mounting grommets were pretty well "cooked" and little pieces of rubber clogged the works. The clock itself was in remarkably good condition. After putting in new

grommets, cleaning the clock and oiling it with clock oil, the clock runs just like new!

I found ignition wires that work for the Golden Hawk. As you know, my Hawk was one of the earlier ones so it had the double, closely spaced ignition wire stand-offs on each side of the engine. I wanted the later brackets and I found an NOS pair of the later 6489377 and 6489917 widely-spaced brackets and grommets from *Patrician Industries, 22644 Nona, Dearborn, MI 48124*. They even came in the original S-P envelope!

The ignition wires were another thing. *Patrician* didn't have any, so I bought a set from *Kanter*. They sent me a universal set from *Husky, # 40 80*. They were pretty poor quality and even had the FAA-banned copper wire cores. They were all too long so I had to cut them. After I installed them and brought the car to be tuned on a computerized machine, the wires were so bad they arced at the plug terminals because of the poor crimping.

I then went to our local NAPA distributor. They didn't have a reference to the Packard 352, but I was able to go completely through their stock to find a close wire match. I ended up with NAPA 700103 wires, which fit early Chevy V-8's.

They are made by Belden and have a carbon core and right angle plug boots. You really need right angle boots if you have power steering, there's so little room between the steering box and the two rear plugs on the driver's side.

The 700103 wires are also too long, so you have to cut them and put NAPA 727003 terminals on the distributor ends. The wires work well, so it's worth the effort.

Aftermarket sway bars are available for Hawks, but the rear sway bar shown in the Chassis Manual for 1955 to 1958 Studebaker Presidents also fits the 56J Golden Hawk. Even the mounting holes are in the 56J frame, since they all use the same 120-1/2" wheelbase frame. The bar is a little on the small side, but it does improve the handling and it's better than no bar at all. Taking the bar out of a President and putting it in the 56J is a nuisance. You have to take the rear wheels off, unbolt the rear muffler mounting brackets to slide the bar far enough forward above the mufflers, and unbolt the bottom of one of the rear shocks, depending upon which side you take the bar out from. I took it out from the driver's side. Taking off the links between the sway bar and the leaf spring bottom plates before you remove or install the bar helps. Maybe it works some other way, but that's the way it worked for me in the driveway!

With my recent entire front end rebuild and N.O.S. Saginaw power steering box from *Newman & Altman*, this rear bar, and the beefier front sway bar from a later Hawk, the GH handles pretty well. The "piece de resistance" would probably be wide whitewall radial tires, but at more than \$125 apiece, I haven't taken the plunge yet. Hawk owners I have talked to who have installed radial tires say that the cars handle much better.

Of course, if you have your car judged at a Studebaker show, points will be deducted.

For those who might need Ultramatic repairs, two sources are currently not available. Tom Doherty in Massachusetts is temporarily not in business and Harold Gibson died three years ago. There was a reference to Harold in *56J Only* a while back, so I called him and ended up talking with his widow.

There is a turbine-like whine in my Ultramatic in first and second. It runs fine (no slippage) but it makes a peculiar whine, almost like a supercharger. I saw Tom Doherty in Massachusetts and he tells me that it's probably the torque converter. He plans to be back in business soon, and he's going to look at it then. *Newman & Altman* still has a few N.O.S. Ultra-matic torque converters in stock!

Keep up the dedicatlon and good work, Frank! Enclosed is a donation to keep the newsletter coming. Happy Hawking

**PATRICK SCHAFER PHILLO, CALIFORNIA**

May 29, 1995

My radiator baffle staples are the same as Luther Jackson's car, that is, from the firewall toward the front. The air cleaner decal is the same as the one appearing in the last newsletter.

My distributor/tachometer strap hold down is broken. Does anyone know where I can get this strange double clip set-up?

**DOUG JACKMAN MUSCATINE, IOWA**

June 1, 1995

Thanks for your letter concerning the rear fenders for the 56J. I purchased the pair, so I have made great strides in the body work department, in spite of not having done any actual work! The front suspension is now done, and am moving on to the body as time permits.

My wife Pam and I were in Springfield, Missouri, on business last week, and while there I took the opportunity to contact Cliff Hall, who according to the most useful club roster is a 56J owner. Had a nice visit with Cliff and spent most of a morning discussing Golden Hawks. His business is restoring Corvettes, and he commented on how his Corvette friends were puzzled as to why he'd want a Studebaker. I said just tell them you finally decided to get a fast car!

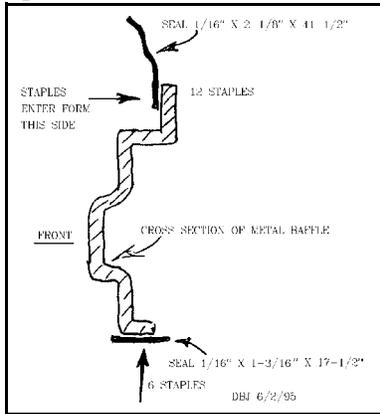
Cliff did make a comment concerning the Golden Hawk's camshaft, that its specifications were different than the standard Packard 352's. I had been led to believe that the 56J's cam was identical to the Packards, and in fact have two different parts books (one Packard, one Studebaker) that support that belief. I've asked Cliff to send me the different specifications so I can see how my camshaft (NOS Packard) compares. What knowledge do you have on this subject? I'll keep you posted.

I'm also enclosing my check and an SASE for a generator tag, a tachometer tag, and two

Golden Hawk patches. Put the extra towards postage, and thank you!

Pertaining to the questionnaire in the latest (6/95) *56J Only*:

1. My radiator baffle staples are like yours - they go in from the front through the seal and then through the metal. There are twelve staples. The seal itself is roughly 1/16" thick, 2-1/8" wide, and 41-1/2" long measured at the inner radius. My metal baffle also has a seal stapled



to the underneath side (see attached sketch) that is 1/16" thick, 1-3/16" wide, and of unknown length due to deterioration (but from the staple location it's at least 17-1/2" long). It's held in place by six staples.

2. Can't be of help on the dipstick, Frank, unless 'rust' is considered a South Bend color.

3. We've already discussed the air cleaner decal wording in previous correspondence. The only decal I've seen was on the NOS air cleaner I bought from *Packard Farm*, and, while not identical to yours, is very similar.

4. I've never seen the tachometer tag, even on an NOS (in the box) sender I bought at a recent swap meet.

Received word from my plater in Dubuque, Iowa, that my bumpers, guards, and valve covers are done. Pam and I will drive up tomorrow morning and retrieve them. By the way, my detailed and quite rigorous engineering calculations show that the chrome valve covers should be good for at least 15 additional horsepower.)

(NOTE: Subsequent letter dated June 8, 1995

I just finished calling Algar Dole (c/o WW Motor Cars) in Broadway, VA (703-896-8243), per the steering wheel restoration information published in the August 1992 issue of *56J Only*, and was told that Mr. Dole is no longer there. He has left that company, and according to the lady I talked to, turned over the steering wheel repair business to them.

Unfortunately, the price I was quoted was \$600.00 to \$1,000.00!! I was dragging my feet at \$380.00, but had decided to go ahead and do it, as my steering wheel is really in terrible condition, but I'm afraid this new price is too high for me.

So . . . does anyone know what happened to Mr. Dole? Or more importantly, what happened to the mold he made from your wheel? Does he still have it and is he still in the business?

Any information you could provide would be appreciated, Frank. In the meantime, I'm going to contact some of the outfits advertising in *Hemmings*, but would rather

have Mr. Dole restore my wheel. since you had such good experience with him.

**CHARLES HARRISON**      **HOUSTON, TEXAS**

June 1, 1995

Thanks for the use of the clock. It helped a lot. Enclosed is a contribution for postage.

The hubcap paint mentioned by Bill Ladroga in the last issue works real well. I found some at a *Super Shop* in Houston.

**JOHN TURNER**

**WELCHES, OREGON**

June 9, 1995

Answers to questions in the last issue:

The staples on the radiator baffle on 6032517 go from the front towards the firewall. As your's do.

There is no sticker on the oil bath air cleaner, worn off with time.

You have the tachometer tag that I had. There is none on my unit.

Doing the work on 6032517 I found the following items have been changed. The transmission drive line is one piece from the overdrive to the rear axle. Gone are the center carrier and assorted fixtures thereon.

The rear axle is a Spicer type 44, however it is of the twin traction (NON SLIP) type. I have not read anywhere if this was an option. If not that also has been changed.

The clicking that I referred to in my last letter, I found to be that the previous owner had not put in the correct type of lubricant for the non slip differential. He had also welded a couple of bolts in place on the case half. This destroyed the plates and friction disc and caused a lot of damage not only to the plates and friction disc but to the cross pins as well. This had caused the pins not to operate in the correct manner, thus destroying the plates and disc.

I am still attempting to get the parts to repair the steering gear. The transmission and differential have been taken care of.

Thanks for the work that you are doing.

**BRUCE JAMISON**

**HOUSTON, TEXAS**

June 26, 1995

I am thrilled that you have taken the time to put together such a fine resource for my new car. I must admit I had some fear going into the Studebaker realm because of the "you can't get parts" and other myths. now I know better.

Luckily, I came accross this fine car early in my search. I was the 2nd person to answer the classified ad and the 1st to put down some \$\$ . After I put down the deposit, about four other people called wanting to see the car, but I was first in line. I got a fabulous deal on it: \$5750.

It has a strong Chevy 350 V8 (1973) and 350 automatic transmission. Not exactly original, but my mechanic is happy. I'm 6' tall and like a lot of leg room, so I had to move the seat back 4-1/2". I did this by bolting the seat to some flat bar which is bolted to the

original seat holes in the floor. It can be changed back anytime.

I need some help. As you can tell by the photo, the car has a set of rather hot-rod looking tires and rims. I want to switch these out and go with something more original looking. I know the rims I need are 15x5, but where do I get some that will fit and accept the correct hubcaps? Are there rims from other car makes that will work? Finally, how wide a whitewall is correct?

I am thrilled to have this fine car, and I appreciate your help.

**ROBERT STRAIT**

**IRWIN, PA.**

June 18, 1995

Here are answers to your questionnaire:

The staples on the radiator baffle go from front to rear. My yellow/black air cleaner decal was the same as #3-014 sold by *Studebaker of California*, 1-1/2"x3" which was listed for 1953-55. The tachometer tags are the same as on 2 NOS sending units I have.

After much searching, I found two used generators with green *AUTOLITE* tags showing GJC-7002F. If I put it on the car, the tags read upside down when viewed from the right side of the engine. Is this correct?

The cardboard trunk divider looks like a natural paper color on the trunk side. Is that the way it should be?

I still need a new or good used ultramatic shift indicator dial (#1539769).

**STUART HENDERSON** **GRAND RAPIDS, MI**

July 21, 1995

Thanks for the leads. At this time I have yet to act on them as I may have an offer on the 1957 Golden Hawk package.

I went to Dearborn on Friday afternoon. Looked for you but no one had seen you. Just got to view the cars in the Hyatt parking lot. I was somewhat disappointed in the Hawks present. I did like a Jade Green 1961. To be fair, I did not have an opportunity to view cars on display at *Greenfield Village* so I may have missed some well done restorations. But, judging from the ones (Hawks in general) people are not undertaking the thorough restorations I would have hoped for, which may be indicative of the value placed on these cars at this time. I was pleased to find Studebakers from the 1930s nicely done. I hope that enthusiasm reaches the 1956-61 Hawks.

Please find photos with numbers of the back corresponding to the following definitions (see note below - Ed). These photos show some of the work undertaken to date. In way of explanation, I started in the late 1980s when cars were being done with every conceivable option and accessory. In the mid 1950s, the 1957 Cadillac Eldorado Brougham was the car for luxury. After compiling an accessory list, I set out to achieve the same level in a Golden Hawk.

I hope you find all this interesting. I restored wooden Chris-Crafts in a small shop for about 8 years, but this is my first car. I want this Hawk to be the Hawk, not for what

it was but for what it could have been. I have extended the definition of originality to include 1950s era gadgetry. All modifications are as close to period correct and Studebaker correct as possible.

In reflection, if I do sell the 1957 package, the next restoration [56J] will be strictly by the "build sheet". I would like to see more articles on authenticity as found in some of the "muscle car" publications. I do appreciate your efforts to this end but would like the "slick" magazines to recognize the role Studebaker played. In researching data on Studebakers, I have developed a greater appreciation for the history of any particular car.

(NOTE: Stuart sent 13 photos of the work he is doing on his car. Unfortunately, I don't have the space or the resources to reproduce photos with good detail. The work Stuart has done is quite extensive and really deserves much better treatment than I can provide in this newsletter.)

**ROBERT POTTER**

**ST. PETERSBURG, FL**

August 9, 1995

Enclosed find the completed questionnaire which you sent out some time back.

I just got my Golden Hawk out of the paint shop and am busy putting it all back together. What a job! It's been there over a year.

I have received half of my order of my interior from *Phantom Auto Works*. I am satisfied with what I have received except for the mylar.

I called *SMS Auto Fabrics* in Portland, Oregon and they sent me a sample of their mylar, which they say is original. It has the brick pattern, but in my opinion it's not what Rene Hargar (*Phantom*) showed me. He doesn't have the original and can't find anyone to reproduce it!

**BRENT HAGEN**

**PORTLAND, OREGON**

September 5, 1995

I have a minor correction for your 1956 *Studebaker Golden Hawk Parts Catalog*. Page 64, (Starter Switch) 0607-12, part number 6484145 should be 6484185.

(NOTE: I checked the 1953-1958 *Chassis Parts Catalog* from which I obtained my information, and it is the same as in my Catalog. However, I think Brent is right. I checked my Packard Parts Catalog and it shows part number 6484145 in the bearing - differential section as a CUP. It shows 6484185 as SOLENOID SWITCH, RUBBER CAP.)

Enclosed is a rear view picture of Bob Thompson's 56J with the \$7.10 each aluminum inner fin hold down moulding. I think they look sharp and they can also be painted to look original.

I was talking to John Erb about 1956 Golden Hawks and I got him to send me a story he told me on the phone.

(NOTE: John's story follows:)

I was a student at *Norwich University in Northfield Vermont, 1959-61* and we did visit *Sanford Drag Strip* on a weekend in the fall of 1960.

We drove up in a 1937 Ford V8, 60 Hp. As I recall there was Charles, myself and an upper

classman who owned the car. It was a long slow drive in the 37, but we made it. Back then the classes were a lot different but I am sure this 1956 Golden Hawk was running stock class and in fact he was S. Stock.

The 56 had 2-4 bbl carb set up and it looked 100% factory. Special Iskenderian cam was available from Studebaker dealers and this is why the car was stock class legal. The car turned 101 mph in the 1/4 mile and was the fastest stock at the meet.

We were all impressed even though the others with me wanted to see the Fords do well. I guess the air strip drags are closed now and the strips that are open now don't have the excitement of the old days when we were all stupid by today's standards. But, we really had fun.

## GARY CAPWELL SALEM, OREGON

Sept 19, 1995

I'd like to thank you for your helpfulness the other day when I called you. I'd also like to order one of your 56J shop manuals. I have enclosed a check for \$25 as this is the price that I remember being told. Please let me know if there is any additional cost or problems. As I told you the other day my car Ser.# is 6030061 and Body # is 96.

Here is a solution to the problem; the headlight switch doesn't work...the cause being that the hard cardboard isolator plate is warped far enough to prevent the contacts from touching the back of the switch. I removed this isolator plate and traced its outline on an old plastic playing card, then used a paper hole punch to make the contact holes. The result is amazing...like a new switch, but a whole lot cheaper and easier to get. To do this you need to bend the tangs up to remove the back, and do not turn the housing upside down (leave the back facing up). The isolator plate is directly under the back of switch. This is how I spent yesterday evening, as the lights would not work but the dash lights did. The longest time was spent pinpointing the switch as the source of the problem, the solution was simple enough that I plan on doing the same repair to the dash light switch in the near future, as it works, but requires a little jiggling to convince it that you really do want them on!

Well, there I go rattling off again, I'd better let you go so that you can send me that cool book with the picture of (what looks like) my car on the cover. I hope this finds you well, and your Hawk purring like a kitten.

## HERE WE GROW AGAIN

Please update your rosters as we welcome the following members. (NOTE: Due to our infrequent printing schedule, I have lost contact with several members who have moved and their post office forwarding order has expired. If you move, please remember me when you send out your change of address forms.)

202 William F. Slusser 4003 N. Angus  
Fresno, California 93726

203 Bruce K. Jamison 3717 Chevy Chase

Houston, Texas 77019-3011

204 Don Wagner 3019 Eastline  
Yachats, Oregon 97498 503-547-4439

205 Arthur Hettinger 288 Shartlesville Rd.  
Bernville, Pa 19506

206 William Emerson 200 N Elm St.  
Northampton, Ma 01060 413-584-4031

207 Larry W. Milton 4318 Hyacinth Avenue  
Baton Rouge, La 70808 504-387-4749

208 Rocky Younger 1367 Molalla Avenue  
Oregon City, OR 97045 503-656-2010

209 James Schumaker 2103 Mockingbird Ln  
Bossier City, LA 71111 318-746-8495

210 Dan Parker P.O. Box 788  
Bettendorf, Iowa 52772 319-359-1693

211 Richard A. Clark 60 Great Brouk Rd.  
Lebanon, New Hampshire 03766

212 David Boboltz 15900 Finegan Dr.  
Germantown, Maryland 20874

213 Debra James 9001 Third St.  
Lanham, Maryland 20706

214 Robert L. Weber 1025 Green Acres N.W.  
Albany, Oregon 97321 503-726-7367

215 Dan E. Wendel 1021 N. U.S. Hwy 287  
Fort Collins, CO 80524 970-483-5826

216 Gary Capwell 698 Thompson Avenue N.E.  
Salem, Oregon 97301 503-378-0161

217 Dale Rossman 15882 Taylor Road  
West Olive, MI 49460 616-846-1172

218 Keith Gross 309 Anita Drive  
Holbrook, AZ 86025 602-524-2879

## WHEEL ESTATE FOR SALE

Due to our infrequent printing schedule, many ads may be quite old. The only way I know if an item is bought or sold is if one of the parties reports the transaction.

**1956 Golden Hawk;** serial #6031413, tinted glass, automatic, PS, PB, backup lights, seat belts, an air conditioner installed in trunk with ducts in front of rear window; also a rare continental extension kit has been installed. This car is complete and original, nothing has been done to it. The car does need to be restored to be perfect or to whatever level of restoration you may desire. I am now taking bids. I will sell the car to the highest bidder over \$5500. Terrell Goodspeed, 3735 SE Military Dr., San Antonio TX 78223 or 210-337-2018, 210-337-6371.

**1956 GOLDEN HAWK,** 500 CID Cadillac V-8 with Turbo 400 transmission. Red/White exterior with red valour interior. \$9,000 OBO. Jim Horton, 506 Rosebud Lane, Neptune Beach Fl 32266, 904-354-5925 (work) 904-241-8752

**1956 SKY HAWK** parts car with Golden Hawk fins and check mark moldings. Car is complete except for the engine. It has all glass and trim and has a 289' crank, \$300 or I will trade for any 1912-1914 era Flanders literature. Nick Uhl, Oak Hill Recycling Center, 131 So. U.S. #1, P.O. Box 439, Oak Hill, Florida 32759, 904-345-3049.

Continental Wheel Kit for 1956 Golden Hawk, will fit other Hawks. Bill Ladroga, 60 Ft. Sumpster Dr., Holden, Ma 01520-2605, 508-829-9018.

I (non 56J owner) have a tach sender armature for the 56J (different from other Studebakers) that needs a home. It appears NOS. I bought it for my tach sender and discovered it was for the 56J. Dennis Day, 2501 Blue Ridge Dr. NE, Cedar Rapids, Iowa 52402, 319-364-7718.

Leather hood hold down belts Save those hoods! Still \$25.00. Transmission dip stick gaskets, free with SASE.  
Brent Hagen 6220 S. E. 55th  
Portland, Oregon 97206-6800 503-771-0604

**8x10 color prints** of 1956 Golden Hawks, 7 different shots from (almost) 40 year old negatives. Due to their age, some fading has occurred. \$7.00 each (minimum order of four).  
Richard Quinn 20026 S. Wolf Road  
Mokena, Il. 60448

**NEW & USED** Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts.  
Stephen Allen's Auto, 529 N. W. 58th Street,  
Gainesville, Florida 32607, 904-454-7200,  
800-532-1236 (orders only please)

### WANTED

Wanted: 1956 Golden Hawk, prefer one that is the Gold/White combination. Bob Lehman, 8940 Parkland Dr, El Paso, Texas 79925  
Tel. 915-591-4020

Long time Studebaker owner wants a #1-2 rust free car 56J 3 speed/OD, prefer 374" Caribbean w/2-4 bbls. Pay a fair cash price and promise to give your pride and joy a good home and regular exercise. Jack Vines, 3227 East 28th Avenue, Spokane, Wa 99223, 509-535-8610.

Wanted, 1956 Golden Hawk, send info with description and price to Richard Langlotz, 4384 Adrian Road, Cleveland, Ohio 44121, 216-382-1432.

Wanted, 1956 Golden Hawk, rust free original. Al Van Skaik, 2401 N. 35th St, Tampa Fl 33605, 813-247-6858, or 813-962-0054 (Fax).

Wanted: clips for tachometer sending unit which hold the distributor cap to the base. Patrick Schafer, 7000 Signal, Philo, Ca 95466, 707-895-3722.

Wanted: New or good used shift indicator dial for ultramatic, part # 1539769. Robert Strait, 631 Susan Dr., Irwin, Pa. 15642, 412-863-1087.

Wanted: Interior door panel stainless trim. Bill Ladroga, 60 Ft. Sumpster Dr., Holden, Ma 01520-2605, 508-829-9018.

## 56J CLUB ITEMS

### 1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG.

Taken from the 1953-58 Body Parts and the 1955-58 Chassis Parts Catalogs, Catalog contains only 1956 Golden Hawk parts and illustrations. 320 pages of specifications, illustrations, parts lists, alphabetic index, numeric index, plus separate lists for service bulletins, utility items, and accessory codes. The complete catalog is 3 hole punched and comes in a loose leaf folder with a color cover insert \$25.00.



### DECALS

<b>Air cleaner/oil bath</b> , yellow/black	ea.	\$ 4.00
<b>Oil filler Cap</b> , black w/buff	ea.	\$ 3.00
<b>Oil filter</b> , red/black/gold	ea.	\$ 4.50
<b>W/Washer Motor</b> , blue/chrome	ea.	\$ 4.00
<b>Valve cover</b> , red/yellow (2 reqd)	pr.	\$16.00
<b>[Complete set (6 decals)]</b>		<b>\$29.00]</b>

### TAGS

<b>Generator field terminal tag</b> , red	ea.	\$ 1.50
<b>Tachometer sending unit tag</b> , red	ea.	\$ 3.00

### PATCH

4-1/2" x 2-1/2" 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER. The official patch of our club. Can be sewn or glued to a cap or shirt. Red on white background. \$3.50 + SASE.  
**Please include a SASE with your order, (unless you order valve cover decals or a catalog).**



Frank Ambrogio  
1025 Nodding Pines Way  
Casselberry, Florida 32707

## CLUB ROSTERS

Since our group has grown so large, printing the roster in 56J ONLY is not always practical. Current rosters are available anytime by sending me a business size SASE with your request.

# **SUMMARY**

01. **DOUG JACKMAN** HAS A QUESTION ON THE 56J CAMSHAFT. HE ALSO STATES THAT *WW MOTOR CARS* IS NO LONGER RECASTING STEERING WHEELS FOR \$380.
02. **CHARLES HARRISON** TRIED THE METAL TINT SUGGESTED BY BILL LADROGA AND SAID IT WORKED GREAT.
03. **ROBERT STRAIT** ASKS ABOUT THE GENERATOR NAME PLATE AND THE CARDBOARD TRUNK LINER. HE WANTS TO KNOW IF THE BACK-UP LAMP SPACERS WERE USED ON 1956 GOLDEN HAWKS. HE ALSO NEEDS A SHIFT INDICATOR DIAL.
04. **W W MOTOR CARS** PROVIDES INFORMATION ON THE STEERING WHEEL RECASTING PROCESS.
05. **BRUCE JAMISON** WANTS TO KNOW WHAT KIND OF WHEELS TO SUBSTITUTE.
06. **DON WAGNER** WANTS TO KNOW IF ANYONE HAS DONE A 350/350 CHEVROLET CONVERSION (letter not included).
07. **BILL LADROGA** STATES THAT TWO ULTRAMATIC SOURCES ARE NO LONGER AVAILABLE. HE ALSO FOUND A SUBSTITUTE FOR THE HEATER BLOWER MOTOR, AND HAS SOME THOUGHTS ON CHANGING THE FRONT SWAY BARS.
08. **FRANK AMBROGIO** HAS HAD THE AIR CLEANER/OIL BATH DECALS REPRODUCED.
09. **ROBERT POTTER** COMMENTS ON THE MYLAR FROM PHANTOM AUTO WORKS AND SMS FABRICS.
10. **BRENT HAGEN** HAS INFORMATION ON A REAR INNER FIN MOULDING SUBSTITUTE AT A FRACTION OF THE COST.
11. **J.B. DONALDSON COMPANY** MAY RECAST OUR STEERING WHEELS.

**THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER**  
**C/O FRANK J. AMBROGIO**  
**1025 NODDING PINES WAY**  
**CASSELBERRY, FLORIDA 32707**

PLACE  
STAMP  
HERE

**\* FORWARDING & ADDRESS CORRECTION REQUESTED \***

**MAIL TO:**

