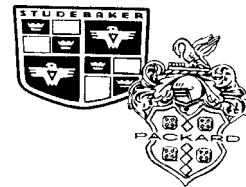


# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 026

ESTABLISHED JANUARY 1, 1989

FEBRUARY 1997

## FACTORY DUAL 4 BARREL GOLDEN HAWK MORE ON PAINT COLORS

*Letter on Jet Streak engine and late paint color information is supplied by Roscoe Stelford*

Roscoe Stelford of Hampshire, Illinois became a Studebaker (SASCO) Service Dealer in 1967. He sent a color copy of one page of brochure number PD1003-April 1956 identifying six new Studebaker two-tones. It lists colors P5664 Rosebud/Snowcap White, P5665 Redwood/Snowcap White, P5666 Snowcap White/Redwood, P5667 Midnight Black/Seaside Green, P5668 Cambridge Grey/Daybreak Blue, and P5669 Yellowstone/Snowcap White.

A note at the bottom of the page states "Combination No. 5642 - Tangerine and Snowcap White -has been discontinued. Effective immediately, all two-tone combinations except No. 5637, 5638 and No. 5641 may be ordered for Champion and Commander Sedanets." P5637 and P5638 are the Mocha/Doeskin and Mocha/Snowcap White combinations respectively while P5641 is the Ceramic Green/Snowcap White two-tone offering.

I mentioned these colors in issue 025 and stated that they appeared on a few of the original production orders, but that I had never seen them in any paint chip sets. Thanks to Roscoe for filling this void.

Along with that paint information, Roscoe sent a copy of some correspondence relating to the engine in the 1956 Golden Hawk and the dual four barrel carburetor setup. The letter was signed by Carl B. Thompson - Technical Service Operation - SASCO, Inc. The text of that letter follows:

*"In 1956 a conversion kit was contemplated converting the 1956 Golden Hawk to a Jet Streak engine. However, this kit never was released for sale. The kit was a combination of Studebaker and Packard parts. The Studebaker parts never were purchased and are not available. Attached is a list of the parts which will give you an idea of what was involved.*

*We did not install a 374 cu. in. engine in the Golden Hawk. Our largest engine on the car was 352 cu. in. A cylinder block assembly fitted with pistons, pins and rings is available for the 56J.*

*Thank you for writing and giving us the opportunity to offer our assistance."*

Several people have stated that Studebaker put Packard's 374 cubic inch engine in a few 1956 Golden Hawks, but this letter from Carl

B. Thompson states otherwise. There is nothing in the chassis parts catalog to support the larger engine claim. A lower compression engine of 8.25 to 1 is indicated for exports and this did, in fact, appear on many of the original production orders.

The Jet Streak engine conversion that Mr. Thompson wrote about was described on the next page of his correspondence. The entire package was listed as part number 1541805 with a hand written note - *not available*. The list contained 38 part numbers and descriptions which included, among other, such items as Camshaft Kit, Distributor assy., Ign. Coil assy., Carburetor assy. - Front and Rear, Carb. and Valve Lifter Cover.

This dual four barrel setup listed part numbers 476010 and 476011 as the carburetors. These were the same Rochester carburetors used on the 1955 Caribbean. The valve lifter cover part # was 440906, which is the same one used on the 1955-56 Caribbean. The inlet manifold assembly was part # 440857, also used on both the 1955 and 1956 Caribbean. The Caribbean are the ones which were fitted with the dual four barrel carburetors and 374 cubic inch engine.

The fact that this setup was not available from Studebaker for the 1956 Golden Hawk agrees with a statement from the original owner of one of my cars. He stated that he wanted to order his car with the dual four barrel setup, but that Studebaker would not do it.

I find it rather surprising that Studebaker would not honor this request. They often did special order items, and it seems that this would have been a more popular item.

A special thanks to Roscoe for providing this information.

### WINDSHIELD WIPERS

**TRICO catalog lists wipers for Studebakers**

*Old Cars Weekly News & Marketplace* contained information on obtaining a catalog on windshield wiper products for old cars. I ordered Catalog T-4604-96 from TRICO and received an application guide for *Classic Car Wiper Products*.

The 28 page catalog covers the years from 1946 through 1969 with a blade interchange guide at the rear of the book. The 1956 Studebaker is listed on page 22 with the

following part numbers shown for the 1956 Hardtop:

	WIPER BLADE	WINTER BLADE	WIPER ARM
NEW #	33-122	37-111	51-062
OLD #	RB-12	AR-11-1	51-060

If you would like to order a catalog, write to:

TRICO Products Corporation  
1900 Billy Mitchell Boulevard  
Bldg. D  
Brownsville, Tx 78521

I received the 1996 Catalog, but probably a 1997 one is now available.

### DANBURY MINT GOLDEN HAWK

**1/24 scale model 1957 Golden Hawk is well received**

By now, most of you are aware of the beautiful 1957 Studebaker Golden Hawk that was produced by the Danbury Mint of Norwalk, Ct.

I wrote to Danbury to ask them to consider doing a model of the 1956 Golden Hawk. I sent them several pictures, including the one on the back cover of the October, 1996 issue of *Turning Wheels*. I also explained some of the differences between 1956 and later Golden Hawks. They probably will not want to produce another car which is so similar to one they just finished, but I thought I'd at least give it a try.

On December 12, 1996, I received a reply from The Danbury Mint. That letter follows:

Dear Mr. Ambrogio:

Thank you for your recent correspondence. I have forwarded your letter and photos to our program manager for his consideration.

If you have any further questions, please call us toll-free at the number shown below.

Nancy, Special Collector Services

The following day, December 13, 1996, I received another letter from The Danbury Mint. Following is the text of that letter:

Dear Frank,

Thank you for your recent letter and photographs of your 1956 Studebaker Golden Hawk. It sure is a beauty! I also appreciate your kind words about our 1957 Studebaker model.

Each year when we decide which new models to replicate, we consider several factors. One of the most important is the suggestions we receive from valued customers like yourself. I will certainly make sure that the 1956 Studebaker Golden Hawk is considered in future development decisions.

It is always a pleasure to receive letters from enthusiastic customers who take the time to write us. In fact, it's one of the most satisfying parts of the job!

Thank you for your suggestion and your patronage. Happy holidays, and happy motoring.

Daniel Gingiss, Assistant Product Manager

Well, he didn't say no, so I guess there may be chance. If you are interested in writing or calling to state your views, the address/phone # is:

THE DANBURY MINT 47 RICHARDS AVENUE

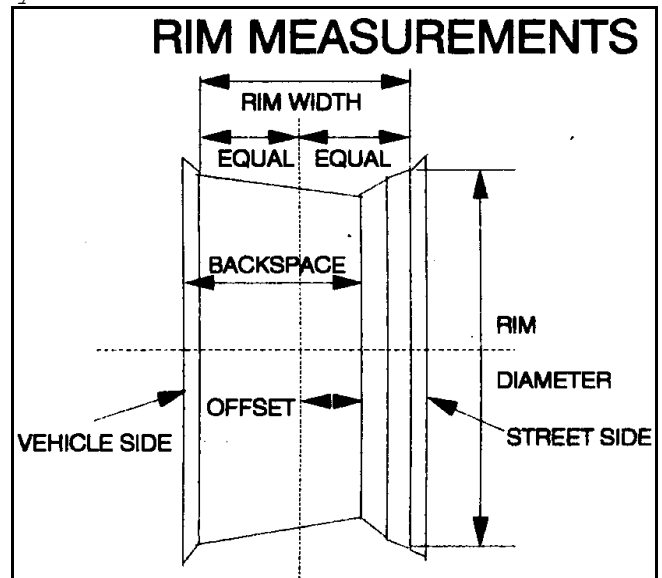
NORWALK, CT 06857  
1-800-332-6468, FAX 1-800-813-2670

### KEY WHEEL MEASUREMENTS

Reprinted from Old Cars Weekly News & Marketplace January 9, 1997

By Bill Siuru

You need a replacement wheel and the local boneyard has a huge pile of used ones. The price is right, \$5 each but none of the wheels are identified. You can make the job of finding the exact match or, for a daily driver, one that can be safely mounted, a lot easier if you take a few measurements before you head down to the junkyard. Here are the key dimensions needed.

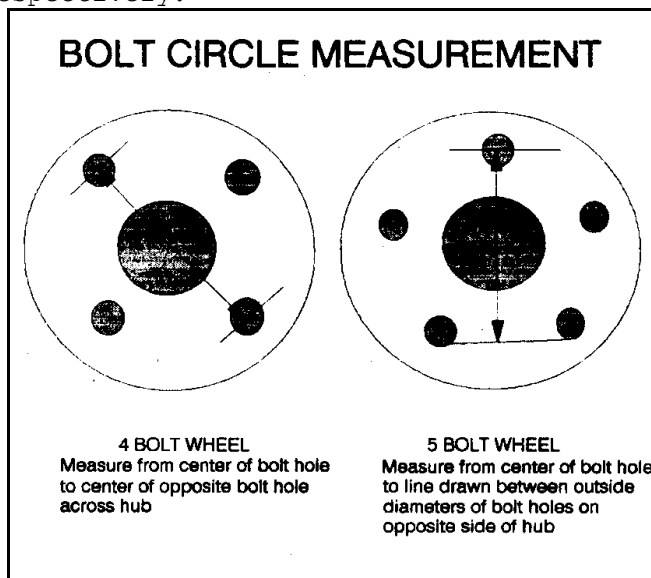


If a tire is mounted, the rim diameter can be found from the tire size. This is the "15" in 185/70R15 or "13" in 13 x 6.00. If a tire is not mounted, first measure the outside diameter on either side. Next measure the depth of the bead seat behind the rim lip. Place a straight edge across the uppermost edge of the wheel and use a ruler perpendicular to it to measure the distance from outside of the wheel to bead seat. Double this dimension and subtract it from the outside diameter previously measured to determine the rim diameter. For instance, if the outside diameter is 16½ inches and the bead depth is ¾ inch, the rim diameter is 15 inches (16½ inches minus 2 x ¾ inch). You do not have to be extremely accurate since wheels usually come in even inch sizes - 13, 14, 15 inch, etc. so you can be off by a few fractions of an inch. Incidentally, for

making one-to-one comparisons, you can just use the outside diameter to make the task a lot easier.

The rim width is the inside dimension between the outer and inner lips. Again, you can use the total outside width for one-to-one comparisons. You might find critical dimensions cast or punched into the wheel itself. Numbers like 14x6 or 15x6.75 indicate rim diameter and rim width, respectively.

The bolt circle is a very critical dimension. A wheel with the correct rim diameter and width cannot be properly mounted unless the bolt circle is precisely correct. For even numbered bolt patterns, measure from the center of one bolt hole or stud to the center of the one on the opposite side of the wheel. For an odd number of bolts, measure from the center of one bolt hole or stud to a line drawn between the outer diameters of the two holes or studs on the opposite side of the wheel. Be especially careful if you are attempting to match up a wheel for a domestic vehicle with English measurements with a wheel from an import using metric dimensions, or vice versa. Tiny differences in the "translation" can mean the wheels cannot be interchanged. Numbers such as 4x5 or 5x4.75 on the wheel indicate the number of studs and the bolt circle diameter, respectively.



Make sure the wheel slips over the studs easily and does not have to be forced on. Check this before you mount the tire. Also watch out for elongated bolt holes, a problem especially on aluminum wheels. Both could result in out-of-balance problems on the vehicle even though the wheels might check out okay on a balancing machine.

The backspace and offset are two internal dimensions that should also be measured and matched up. Backspace is the distance between the outside edge of the rim and the inside mounting surface of the wheel. The offset, somewhat more difficult to determine compared to the backspace, is measured between the mounting surface and the wheel's vertical centerline. If either the backspace or offset

is different on the replacement wheel, you could run into interference problems between the wheel and the suspension or wheel well. It could also effect handling, steering response, directional stability, interference while turning, turn radius, and tire wear. Too radical a departure could even result in over stressing the suspension.

Finally, do not forget to measure and match up the center hub diameter especially if the wheel has to fit over a raised boss on the hub.

## HINTS FOR THE 56J RESTORER

*One more member has completed his restoration and shares some thoughts with us.*

By Bill Ladroga

I wanted you to know that the restoration of my #2069 is complete! Just like many of our members who went through agonizing and expensive restorations of their Hawks, I went through a "learning curve" and I'd like to share my information with others.

After seeing your car, I decided to paint mine Mocha and Doeskin instead of the original Mocha and Snowcap White. *Bodyworld* of Worcester, MA, did the body and paint work. They did my 1957 President Classic too. The paint was coated with three coats of clear afterward. Since the car spent most of its life in Colorado and Texas, there was very little rust in it: just in back of the front fenders and under the aluminum moldings in the rear fender quarters. I didn't even know it was there until the side moldings came off. Something for others to check out.

A complete interior was purchased from René Harger at Phantom Auto Works. The original interior was code number 8417 RO rose mist vinyl and cloth, but Earl Bailey, the first owner, reupholstered the car and changed it considerably. I decided to go with the optional all-vinyl light and dark rose mist (code 8443 RO). The seat covers are truly beautiful. The center panels are the darker rose mist color and are pleated, just the opposite of a cloth and vinyl seat covers where the bottom seat cushion fronts and tops of the hourglass shape backrests are pleated.

The door and rear quarter panels were mounted on new heavy cardboard panels and René polished the stainless trim. He does a particularly good job on the arm rests. The kick panels, windlace and visors match the rest of the interior. The carpeting has a short nap pile and matching vinyl edging. Everything is shipped to you at different times because of René's production schedules: the carpeting first, then the door panels, followed by the seat covers and headliner. Don't be in a hurry, he's so backed up with orders that it took over five months to get the whole interior!

I've decided to have a trim shop install the interior. Besides, I need a new padded dash and I didn't want to try it myself. Harry Hopkins at *New England Trim* in Shrewsbury, MA, does superb work and with the positive experience I had with him installing new seats and windlace in my 1957 President

Classic, I'm having him do the Hawk. Another thing I found out is that on a Mocha and Doeskin car, the dash cover is the darker rose mist and not black like most Golden Hawks I've seen. The dash itself is still black. The two-piece stainless steel trim under the dash at the edge of the liner can be a difficult to remove without damaging it. There are three small T-shaped bolts on the trim pieces: two on each of the outer ends, and one in the middle. The 5/16" nuts are reached (just barely) from the back of the dash. The other four attachments on each trim piece are push-in type fasteners. Four of mine broke because they were rusty. I had to make four T-shaped bolts by grinding the heads of small brass bolts. Reaching inside to fasten these bolts with nuts can be done by removing the six screws at the top of the dash and the two large bolts under the dash in the corners where the dash is bolted to the brace. The whole dash will then pull forward enough to gain access.

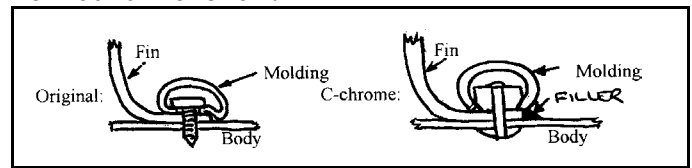
According to Studebaker factory literature, if you have a 56J with a Mocha and Snowcap white exterior, the headliner is white. But Mocha and Doeskin cars have a light rose mist headliner. Phantom has reproduced the headliners on fiberglass molded contours, but René can't buy the hardboard sheets large enough to make the perforations on a 45° angle like the original headliners. Instead, the holes run parallel (or perpendicular, depending on how you look at it) to the length of the car. The panels still look good and the headliner is beautifully done.

Substitutes for the three transverse plastic trim strips that snap over the headliner bows are available from MoPar (supposedly P/N 5AJ92MD5, but numbered 0L830HW6 when they arrived). They are used on 1991 to 1993 Dodge/Plymouth full size vans.

**(Editor's note: Part # 5AJ92MD5 is about 2" wide and is gray. It replaced 0L830HW6 in 1991. The one to ask for is 0L830HW6 used till 1990.)** The strips however, are 1" wide and have two shallow grooved lines running parallel to the faces, whereas the original ones are 3/4" wide and are smooth on the surface. They do have to be shortened. They're white and I spray painted them with vinyl spray paint. I used SEM Vinyl & Plastic Color Spray # 15053, "Russet." Another source for the original style strips is 1968 to 1972 or so International Travelalls, but they're getting scarce too.

Brent Hagen's kind letter to me (complete with samples) led me to use the aluminum "Chrome" strips for the fin-to-body transitions. They really do a nice job and although they are slightly wider than the original strips' you can hardly tell the difference after they are painted. I tried end caps on the fronts but didn't like the look, so I had the bodyman "bull-nose" the ends just in back of the chrome "check marks", similar to the originals. Watch for clearance here and cut them back far enough so as to not interfere with the check moldings. One thing that readers should be aware of that is difficult to explain without a sketch, is that in cross-section, the

underside of the original thin metal molding has unequal width flanges, with the one towards the trunk a little wider so that you can push it down towards the body to hide the seam between the body and the fiberglass fin. The heavier and slightly wider aluminum C-chrome won't do that, so the bodyman put a tapered filler along the edge of the fin so it wouldn't show.



The chrome was done by Nu-Chrome in Fall River, MA. I had them do the side grilles (which were cracked and chipped in several places and had to be welded), parking lamps, top hood "scoop" and the rear fender "check marks." Note that the new chrome platings are "grayer" than old chromed items, which are "whiter." If you're having several adjacent items plated with today's chrome, be sure that they are plated as a lot (e.g., a bumper and bumperettes). You can see the difference. My center grille was in good condition. When it is side-by-side with the newly-chromed side grilles, the center grille chrome is "whiter."

Some of the stainless steel body trim pieces were pretty well banged up, particularly the fender opening trim pieces. We all know how expensive this trim is! I saw a n.o.s. set advertised for an outrageous \$600! Joe Grace of Fall River, MA, (he advertises in Hemmings) did all of the stainless trim on the car for far less money. It was beautifully done and looks better than new!

Even though it's not authentic, for safety's sake, I installed radial tires on the Hawk: 3" wide whitewall P215/75-R15s from Antique Automotive Accessories in Carson City, NV. They're mounted on MoPar 15" x 6-1/2" rims from a full size 1991 Dodge van. Hollander #854B 15" x 5-1/2" rims will fit, but since they are only 1/2" wider than the original 15" x 5" Studebaker rims, I don't think you gain much in radial tire handling. P215/75-R15 radials will take from 5-1/2" to 7-1/2" wide rims. The bolt pattern and center holes on the MoPar rims are the same size as the original Studebaker rims. Full wheel discs are a really tight fit and chew up the paint. These tires are wider than the original 7.10 x 15" tires. If you have power steering, you might have to do an adjustment to the stops in the power steering box to prevent the tires from hitting the frame during really sharp turns.

Another tip is the painting of the front side grilles. The center scoops can be removed, painted separately and re-installed. The scoops were originally staked in by Studebaker with little protrusions that were cast into the grille. What I did was to grind the upset heads off flat from the back, and carefully drill and tap the five locations on each grille with a 10-32 UNF tap. I then made

small studs about 1/2" long and Loctited™ them in. After the scoops were painted the correct body color, I installed them over the studs and tightened them with nuts and Loctite™ thread locking compound. There's plenty of clearance for the studs and nuts between the grilles and the front brace.

Now to find someone to rebuild the Ultramatic. It slips at higher RPMs. At least the "whine" is gone, it was a bad torque converter. A n.o.s. converter from Newman & Altman did the trick. The old converter was grinding itself to pieces between the cast aluminum second turbine and reactor. It looked like there was supposed to be a spacer installed to keep them apart but it was missing.

I'm also trying to track down another back-up light. I found one n.o.s. back-up light and need another. Maybe I'll get lucky and find one at Reedsville in November.

Overall, I'm happy the Hawk is coming out like it is. It's keeping me broke and cost me a lot more than I had anticipated (to quote member Bill Glass, another "Hawk from hell!"). I'd have to live to be 175 years old to ever get close to getting my money back! Thank goodness I was able to sell my 1953 Champion coupe. The sale of the 1957 President Classic would also help. There will be many other little things that I will pick away at through the years (God willing!) to keep improving it. I've enclosed a snapshot for you but photographs just don't do justice to the colors.

Your letter and the "Authenticity Guide" came yesterday. It looks like you spent many, many hours putting all the facts together. After reading the "Guide" from cover-to-cover, I have a few comments to make (are you surprised?)

1. I was particularly pleased with your comments on absolute authenticity being impossible. I think that "as close as possible with available materials" is good enough and that there probably is no such thing as "mine's original." I like Dick Quinn's quote about nothing being sure when it comes to Studebakers.

2. Having never seen a Golden Hawk in a solid color, I was impressed with the all black 56J in Figure 3. The interior color is hard to make out, but it looks like white and red (or a pinkish hue?). There seems to be something in between the "check mark" piece in Figure 24 that may be a reflection or a piece of chrome. I can't tell.

3. I saw the references about the spare wheel clamp and the restyled ignition brackets being black. I had painted mine silver, so I did them over in black today (I'm on vacation this week.) It's little touches like this that help make the "Guide" so valuable.

4. The comments about the fan blade assembly on page 2: my 1957 President Classic has factory air conditioning. The 289 cubic inch engine fan has five blades while those cars without air conditioning have only four. I wonder if the five-blade fan assemblies were the same?

5. Since my car is an early one (January 20, 1956) it does not have the junction block described on page 5. Have you ever found out why Studebaker used it?

6. The accessory exhaust deflector, AC-2754, appears to be rare. I have never seen one at any parts shows. I know that someone makes an aftermarket model very much like it because I saw a pair on a modified 1955 Commander coupe in Monterey, California, during a "Cherry's Jubilee" auto show. The owner was nowhere to be found, so I couldn't ask him about them. I've checked with many accessory stores in our area, but no one seems to know anything about them. Do you know a source for them?

7. The exterior door moldings descriptions on page 16: I think that the upper door moldings are not straight. They seem to have a very slight "crown" in the middle and you can install them upside down. If you do, when viewed down along the length of the car, they will not line up with the front fender or short rear quarter moldings. At least, that's the way mine looked and I had to remove them and install them the other way.

8. The comments about padded dash covers on page 23 did not include René Harger's assertion that Mocha and Doeskin cars with two-tone Rose Mist all-vinyl interiors are the only interiors that should have Dark Rose Mist dash covers. I didn't see René at the Reedsville swap meet, but he usually goes to York in the Spring. Hopefully, I'll see him then and see the supporting references that he has for this peculiarity. **(EDITOR'S NOTE: Does anyone's car with a Mocha/Doeskin paint scheme AND all vinyl Light/Dark Rose Mist interior have a Dark Rose Mist dashboard padded cover? The parts catalog only lists Black.)**

#### PACKARDTIPS # 4

by Gary Russell  
Submitted by Brent Hagen

Ultramatic leaks - anyone who has an Ultramatic equipped Packard has had to contend with leaks (but not as bad as GM Hydramatic leaks. Believe me I've been there). The leaks are at the expected places - seals, pan gasket, and the odd bolt. But the fix isn't as obvious as it seems.

First, let's deal with the seals. The original seals were leather, except for the very last ones in late '55 and '56. They worked, but they really were not up to the pressures developed. The modern neoprene seal, often spring loaded, is light years ahead. So, change all seals to that type. Now, the big HOWEVER - the front seal must be a spring loaded type AND the shaft and bushing should be replaced as a unit. These are available from Steve's Packards in California. The Kanter kit does not include them, as Kanter does not have them. In the '55/'56 parts book, these are illustrated on plate 37 as nos. 3.612 and 3.616. The bushing shown as 3.6161 comes with the shaft. The reason these have to be replaced is because of wear on the shaft 3.612 and wear on the inner shaft bushing. The inner shaft wear

allows too much fluid to flow into the torque converter and the resultant high pressure blows the seal. This will also affect the clutch and the band operation. In summary, those two shafts are the most critical and most often overlooked parts of the transmission.

Second, let's deal with the pan gasket. This usually leaks across the back. The front lip has a reinforcing bar bolted on top of the lip. The sides seem OK the way they are. You need a 3/4 x 3/4 piece of angle iron cut to length and drilled to match the holes in the pan. Bolt this on with the pan bolts. Use a new gasket coated both sides with silicone seal. NOW WAIT 48 HOURS BEFORE FILLING THE TRANSMISSION. The silicone must fully cure before it is subjected to fluid pressures. Good luck!

**(Editor's Note: Steve's Packard, AKA Steve's Studebaker-Packard, is located at 2287 Second St., Napa California 94558, Tel. 707-255-8945. The part numbers are:**

6489467 (3.612), price \$125.00 NOS.

6470318 (3.616), price \$120.00 NOS.

Steve notes that both items are limited to stock on hand and add \$12.00 UPS per pair of shafts.

The parts catalog lists part number 6489467 for 1956 Golden Hawks with transmission number on or after S2463, and part number 450257 for cars with transmission number before S2463. Steve said that part number 6489467 will work on all 1956 Golden Hawks with Ultramatics.)

## BRAKE FLUID SAFETY RESERVOIR

**Non member Bill Cathcart has and update.**

By Bill Cathcart

(NOTE: Member Bill Ladroga submitted my article on this subject to his local SDC chapter editor, Dennis Jolicoeur, That article was reprinted in the *Studegram*, newsletter of the Ocean Bay Chapter. Bill Cathcart responded to that article and I am reprinting it here.)

I thought I would write and tell you about the remote brake reservoir I have on my 1960 Lark.

All Volkswagen bugs have a remote reservoir which is located under the front hood. It has a little tube on the bottom which will accept a 1/8" or 3/16" rubber hose. All I did was mount the reservoir on the firewall and run a line down to the master Cylinder.

At the master cylinder, I drilled a hole in the cap and threaded it for 1/8" pipe thread, installed a fitting with a 3/16" tube coming from it and installed a hose between the reservoir and the master cylinder. I put a little epoxy over the bleed hole in the cap of the master cylinder and added a hole to the cap of the reservoir.

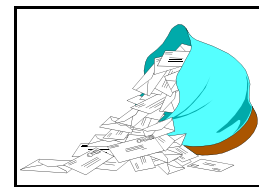
When purchasing the reservoir from a junk yard, get the bracket that holds it. That will make mounting it much easier.

I have had this type of reservoir on my car for about 5 years with no problems. At a meet you could lose a point or two due to originality, but this reservoir will save you a lot of time and work.

## THE MAILBAG

Letters are always welcome. If you need help or offer advice, share it with the membership.

(Edited as required.)



### K. VICTOR SMITH WINSTON-SALEM NC

September 28, 1996

I just received 56J ONLY, October 1996. Thanks for the great publications, keep up the good work.

Too bad there were no 1956 Golden Hawks at the *SDC International Meet*. We just had our annual *Tri State Meet* in North Carolina. Too bad the theme wasn't the 40th anniversary of the 1956 Golden Hawk. Although there are several 56Js in our area, only one showed up - mine, # 6031427.

I recently had the front end completely rebuilt, new bushings, new center pin, new springs and shocks - front and rear, and new radial tires. It drives terrific, just like it did in 1959 when my parents bought it with 36,000 miles showing.

Please send a copy of your 1956 *Studebaker Golden Hawk Authenticity Guide*. Enclosed please find my check (extra amount for printing and postage for 56J ONLY).

**KEN BERRY**

**ROUND ROCK TEXAS**

October 8, 1996

Enclosed is a check for your *Authenticity Guide*. The rest should cover shipping and whatever is yours for the work you're doing.

I have found much valuable information in the newsletter during my car's restoration. I'm getting close to completion and hope to finish by Christmas. Here is a picture of the project.

I've painted my dash white with the red padding on top. Even though it is not authentic, it sure looks good to me. Everything else is pretty much authentic on the drive train except the chrome fan. I'll send you pictures when it's finished.

**GARY W. CAPWELL**

**SALEM, OREGON**

November 12, 1996

A while back I had an unexpected breakage enroute to a car show in my 56J. The ball bearing in the front of the power steering pump seized and snapped the new drive belt. Unknown to me at the time, there are two bearings in the pump - one is lubricated by the fluid in the pump (rear one) and one was sealed at the factory in 1955 (front one). It would be my suggestion that anyone owning a car with this same Saginaw Integral power steering unit ('53 through '58) take the time to replace it's front bearing as it gives no real warning before freezing up solid. This bearing is part no. 534682 and is readily available through local bearing suppliers, my original bearing was *New Departure* # WC87504 and my replacement is *SMT* bearing # WC87504.

Here is a little tidbit of information that I haven't seen in our newsletter before. My

car (Mocha / Doeskin) had the underneath side of the gutters painted the lower dark color from the factory, kind of like they were overlooked and masked over with the windows when the light top color was applied to the sides. This was also the case with the area between the windshield trim and the gutter trim in the front. This is notated in my pre painting notes, as I am reluctantly contemplating "Bondo Billy's" favorite hobby of removing the doors and Quarter glass assemblies for paint.

I am in the process of manufacturing liners for the front edge of the door glass to replace the nonexistent ones on my car. I purchased all new tinted Quarter glass assemblies from Wisconsin Stude, and had all new door and vent glass cut to fit. I purchased roller kits, and springs, from Stude of Calif. I rescued a rear glass (tinted) from a '53 Starliner, so all I have left is the front windshield to replace. I hope to have body #96 ready for show next summer! We'll see!

**DON GIRVIN**

**MONCTON NEW BRUNSWICK**

November 18, 1996

I thought it about time I wrote to you and that "thing of beauty" on the rear of *Turning Wheels* is an eye opener for sure.

Did you or any other 56J owner ever get the valve noise to quiet down, and if they did, was it because they had their oil pump beefed up, or how did they do it? How come when the Packard engine was left in a Packard car, we never heard that problem? I have a fellow collector owning a 1956 Packard and he's never had that problem.

My car's Ultramatic has a leak and I don't know where it's coming from. Sitting in the garage with a pan under it, it will lose about 2 quarts a month.

Between this and the engine lifter noise, I would not feel very secure to go out for a drive of any distance without an escort of a tow truck, a mechanic with me, and a cellular phone.

The cars like we have are outstanding in design and looks, but have many weaknesses. I wouldn't want anything larger than a bird to land on that hood. No progress lately at all Frank, there she sits. I retired from work on August 2, 1996 and my priority is to work at cleaning the garage so I can eventually get closer to the 56J.

You are still doing a great job in your newsletter, Frank. Since you and I started to write to each other, that's 15 years of our life, so I'm not a youngster anymore. Still Studebaker is my car. As you probably know, I also have a 1954 Coupe that I was going to restore someday. I'll never live that long, so it's up for sale.

Any purchases we make in the USA start out by adding 35-40% exchange, plus 9% duty, plus freight, plus 7% GST, plus 11% Province taxes. You can count on about double U.S. prices landed here. Haven't had the GH out of the garage for two or three years. Thought I'd at least wash it now that winter is approaching.

**DICK KAUFMANN**

**TUCSON, ARIZONA**

December 8, 1996

Well, my 56J is finally on the road. Got a new complete interior including a vinyl headliner. Had to get a new set of bows and edges from an earlier coupe from member Chuck Naugle in Tucson. There are 5 bows which hold the vinyl up perfectly. The old bows were for the original cardboard and the old vinyl sagged about 6". Did not go with original black material on the seats. Tucson is just too hot in summer and black will get to over 160 degrees and give you a 2nd degree burn if you sit on black seats with shorts on. I matched the pattern but not the material. Went with a light tan and light brown.

I pulled the O.D. transmission and sent it up to Don Dolezal in Glendale, Az. (602-938-5382) He rebuilds the B-W T85 units and has a pretty good stock of spare parts. Found the gears and syncros OK but had a spauled main shaft at the front bearing and all the seals leaked. Had a good used shaft and got the rest of it fixed up to as new condition. Makes me feel that I can now step on the gas without worrying about blowing the tranny.

Had lifter noise and wondered about the oil pump. Pulled it and sent it off to the Packard Club for their fix on the upper bearing. They sent it back and said I'm lucky, I got the Nash/Hudson unit which did not have the Packard pump problem. Evidently some one before me replaced it about 25 years ago. Pulled a main and rod bearing cap to see how the bearings looked. They looked good too. Evidently they were replaced with the pump years ago.

Pulled the U-joint cups off the front U-joint while the tranny was out. Wow - evidently just sitting for 20 years in a barn hardened the grease so bad I had a hard time scraping them out with a knife. Started to think about taking all 3 joints apart and cleaning them out. Then I wondered, where you stop. With so many greased joints, my car could be in pieces again. Decided to just grease the whole car as good as I could, and replace parts as they fail. Sounds like a cowards way out but it did get the car on the road.

Had an oil leak coming down from the top of the bell housing. Started to get worse so I traced it to a flex hose from the block oil pressure tap to the 1/8" copper oil pressure gauge line. Figured better look into it, and as I started to move it a little, it broke right off. Rubber does get hard and brittle here in 40 years. Scares me what could have happened if I was going down the interstate at 75 and it let go. Probably would have lost the engine.

The speedometer was reading very low so I started checking it out. Timed myself going down I-10 at a mile per minute and it read 44 MPH. Then checked the rear end ratio and turns out it got a 3.07 in it, not the original 4.55 ratio as built. The speedometer pinion had 20 teeth and Don had a 16 tooth one which is the lowest available. Now at 60, it reads 54 mph. At 60 MPH, engine is turning about 1700 rpm. As a comparison, my BMW 840

also with a 275 hp engine at 60 mph reads 2100 rpm. It cruises down the highway OK and with the OD kick down for moving out works good. Any one else out their have a similar 3.07 with the OD?

The tach was dead so I sent it up to *APT Specialists* in Minn. and got new guts in it. The S-W Tach PN 82162 referred to in the news letter fits but the chrome ring does not match the speedometer ring exactly so I went with the rebuild. They installed the front case upside down so I had to cut a new light socket hole in the bottom to make it serviceable.

Your help on a new throwout bearing from *Max Merritt* was perfect. He had it in stock with the sleeve. Perfect fit. My old throwout bearing sleeve did not have the return spring on it. The sleeve had an extra drilled hole in an ear and matching holes in the yoke and they were tie wired together. Seemed to work good so I put it together the same way. Was a lot easier than pulling the bell housing and frame cross member just to hook on a spring.

The car has the old style Hollywood type mufflers, the ones that make a car sound real throaty from a light, like a big motor boat. Reminds me of the '50s when it was the rage.

I see references to the hood flying open at times. I just have not seen anything on why except put a safety strap on it to tie it down. I have the hood latch that not only unlatches the hood but pulling on the remote handle more pulls the safety hook back out of the way. It looks good to me and I cannot see how the hood can get past both ones and fly open. Would you have any information on exactly what the problem is? I would like to get smart before I learn the hard way.

**DON WAGNER                    YACHATS OREGON**

January 16, 1997

Enclosed is a copy of the production order for number 6800284. I bought the car in early 1995. It was in terrible shape, no engine and almost a total rust out. In other words I bought a parts car. I gave myself three years to rehab the car, notice I didn't use the word restore.

Since purchase I have totally disassembled the car, body off, etc. The car had been undercoated and in the pan areas, that is about all that held the car together. To make a long story short, after three square yards of fiberglass cloth, a gallon resin, three quarts of bondo, most gets sanded off, three gallons of epoxy paint, one gallon of primer paint and a drivers side new floor pan, I finally have the body back on a new looking frame. I also went through a 1956 Clipper engine and installed same.

I am not a body and fender man, nor am I a mechanic, but I did all of the above, except repair the heads, myself in a 14' x 24' shop. Yes it can be done, by a novice, and in a small area.

Next is paint, Oxford White and Toreador Red, new Ford colors. I'll paint it myself, piece at a time in my shop. The interior was completely shot, so after the paint comes the

interior. It may have a non-Studebaker look. I have not, and will not do anything to the car that can't be put back to original.

I hope to have the car on the road by this summer. We have attended a few show and shine events here on the coast and have yet to see any Studebakers. I hope my 1956 GH will eliminate that situation.

Has anyone lowered their car without cutting the springs? Has anyone used 8:00x14 rubber to accomplish the same?

**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.)

- 239 Philippe A. Hans 1286 North Sheridan Rd  
Lake Forest, Il. 60045-1442 847-295-5185
- 240 Everett L. True 3111 E. Irwin Avenue  
Mesa, Arizona 85204 602-497-0325
- 241 Richard Newman 314 Powell Road  
Tullahoma, Tennessee 37388 615-455-5288
- 242 Ed Means 1304 Elm  
Liberal, Kansas 67901 316-624-0567
- 243 Roscoe Stelford Jr. 15N119 Reinking Rd.  
Hampshire, Illinois 60140 847-464-5119
- 244 Bob Light Rd 1 Box 520  
Plainfield, Vermont 05667 802-454-7725
- 245 Harry Haynes 619 Carswell Ave.  
Holly Hill, Florida 32117 904-255-5651
- 246 J. Gordon Burns 131 Laurier Ave.  
Hamilton, Ontario L9C 3S5
- 247 Michael Craig P.O. Box 500  
Osage Beach, Missouri 65065 573-348-1733
- 248 Lewis J. Weinstein Baxter Farm Road  
Morristown, New Jersey 201-425-0152

**LOST IN THE SHUFFLE**

The following former members have been dropped from the mailing list because the post office has stated that their address was incorrect. Does anyone know the correct address for any of the following:

<b>NAME</b>	<b>LAST ADDRESS</b>	<b>LAST CONTACT</b>
John Garis	Indiana	01/96
Jeff Hinshaw	Tennessee	10/96
Ron Meyer	Arkansas	01/94
John Williams	Ohio	01/93

# 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**, usual floor rust, complete and new fenders installed \$2100. 1953 Starlight Coupe Commander, no rust, complete, \$1100. Lawrence Stewart, P.O. Box 25, Hartford Iowa 50118-0025, 515-989-7234.

**1956 Golden Hawk**, Jade Green/White, 352 engine, 3 speed/OD, Original interior (fair), wire caps, condition 3 (a 20 footer) Ron Johnson, 2625 Skokie Dr, Rockford Illinois 61108.

**PARTING OUT '56 GOLDEN HAWK**, California car, solid body, frame, doors and sheetmetal. Packard 352 engines and Ultra-matic transmissions, axles, interior and exterior trim, some parts NOS. Also complete package for changing '56 GH manual transmission to Ultra-matic. Pair '57 Golden Hawk doors complete. Jim Bella, 25685 Lay Trail, North Liberty, IN 46554 or 219-289-9966.

**1957 Studebaker President Classic**, P/S, auto, T/T, H.D. suspension, Azure/Wedgewood blue, full restoration, drive to South Bend and show, \$8,500. Bill Ladroga, 508-829-9018.

**2 sets of 56J steel plates** that the 352" front motor mounts sit on. If your car has a different engine in it and you want to put in another Packard V-8, you need these two plates. Jimmie Facklam, 12300 W. 100th Pl., Lenexa, Kansas 66215, 913-492-4533.

**ENGINE WITH 3 SPEED/OVERDRIVE** came from a 1956 Golden Hawk, good running condition when stored, Joe Moser, HC 61 Box 23, Calico Rock, Arkansas, 501-297-8907.

**NOS RIGHT 56J REAR FIBERGLASS FIN** for sale, John Brichetto, P. O. Box 9553, Knoxville Tn 37940-0553.

**PARTS:** 1956 trunk lid good condition \$300, original gasket set for 352 engine \$35, rear bumper \$20, total \$355 plus shipping and packaging. James McKnight, 11810 W. 65th St., Sapulpa Oklahoma 74066, 918-227-2539.

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

**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 in good condition with original engine and 3 speed overdrive transmission. Tom Aylward, 3722 Shady Lane, Sandusky, Ohio 44870, 419-627-2904.

Wanted: frame side bracket for the shift bellcrank for Ultramatic (1539851 - bracket, ... outer support). Gary Capwell 698 Thompson Av. N.E., Salem, Oregon 97301, 503-378-0161.

## 56J CLUB ITEMS

PROCEEDS ARE USED TO HELP MAINTAIN THE CLUB

### MANUALS

#### 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.



#### 1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE.

Most of the peculiarities are documented in this guide with 30 photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories.



\$12.00

### DECALS/APPLIQUES

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

### TAGS

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

### 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.



### CLUB ROSTERS (send SASE)

Please include a SASE with your order, (unless you order valve cover decals, catalog, or a steering wheel cover).

# IN THIS ISSUE

**ROSCOE STELFORD** PROVIDES INFORMATION ON LATE ADDITION PAINT CODES AND SOME NOTES ON STUDEBAKER/PACKARD'S THOUGHTS FOR A DUAL FOUR BARREL GOLDEN HAWK OPTION IN 1956.

**WINDSHIELD WIPER CATALOG** FOR CLASSIC CARS IS AVAILABLE FROM *TRICO*.

**1956 GOLDEN HAWK MODEL** MIGHT BE PRODUCED BY *DANBURY MINT* WITH A LITTLE PERSUASION FROM US.

**KEY WHEEL DIMENSIONS** ARE SUPPLIED BY BILL SIURU OF *OLD CARS WEEKLY*, FOR THOSE CONTEMPLATING A SWITCH TO RADIAL TIRES.

**BILL LADROGA** OFFERS SOME TIPS HE LEARNED DURING HIS RESTORATION AND THAT INFORMATION SUGGESTS THAT NOT ALL GOLDEN HAWKS HAD BLACK PADDED DASH COVERS.


**BILL CATHCART** HAS AN ALTERNATIVE TO THE SAFETY BRAKE FLUID RESERVOIR.

**BRENT HAGEN** SUPPLIES INFORMATION ON PACKARD ULTRAMATIC TRANSMISSION LEAKS.

**GARY CAPWELL** HAS SOME ADVICE ON THE POWER STEERING PUMP FRONT BEARING.

**RICHARD KAUFMANN** WANTS TO KNOW WHY YOU NEED TO STRAP THE HOOD DOWN WHEN THE LATCH AND SAFETY SEEM TO BE CAPABLE OF DOING THE JOB.

**DON WAGNER** IS REHABING A PARTS CAR AND WANTS TO KNOW ABOUT LOWERING THE HEIGHT.

1956  
 **FRANK J. AMBROGIO**  
1025 NODDING PINES WAY  
CASSELBERRY, FLORIDA 32707

OWNERS REGISTER

\* FORWARDING AND ADDRESS CORRECTION REQUESTED \*

PLACE  
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HERE

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