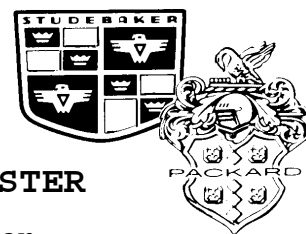


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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PACKARD'S TWIN ULTRAMATIC

By George Hamlin

Note: George Hamlin, noted Packard historian and Chairman of the Packard Centennial Central Committee, offers his comments on the Twin Ultramatic transmission.

For all their lack of radical design features, Packard V-8s performed well. They led the production car field, both in Packard's class and in Clipper's, for the two years they were built. They turned in solid records in such diverse fields as drag racing and marine applications. They've seen millions of miles of street use with no major shortcomings. In one pre-production stint, a prototype Patrician was run 25,000 miles (a distance chosen for its relation to the circumference of the earth) around the Packard proving ground track at an average speed of 104.737 mph.

Completely new engines have a history of teething problems. Yet Packard's new engine needed no redesign once it was on the road. Sustained, very high speeds finally showed the need for better oil pumps and better valve-spring retainers, which were incorporated, but many original engines are still running happily today, unmodified.

Performance, of course, requires more than a big engine. It also takes an efficient transmission. Packard had begun work in that direction in mid-1954, when it modified the Ultramatic so it did what the street racers were doing anyway: start in low and shift to high. This design, the basic elements of which were carried into 1955 and bolted behind the new engine, gave Packard a most unusual transmission arrangement: low-gear start, shift to high (1:1) by means of a timed release of low band plus engagement of high-range clutch pack, and finally torque-converter lockout by means of a direct clutch. It was patchwork, making the original 1949 Ultramatic into a sort of 3-speed thing for competitive purposes. And it worked, but it didn't work well enough.

The 1955 version of the new transmission, named Twin Ultramatic, was designed to kick out of direct drive upon quick throttle movement. That provision resulted in the transmission's coming out of direct too much, so for 1956 it needed to be floored. When thus locked into direct drive, the

Twin Ultramatic did not offer a quick kickdown under moderate throttle. The car frequently ended up lugging at comparatively low rpm as a result. Worse, the careful linkage setup required for the precise timing of the 1-2 shift was often ignored in the field. The result too often was flare between shifts, followed by premature burning of the high-range clutches. Says ex-chief engineer McFarland: "The 9-inch direct clutch should probably have gone up to 10.0 or 10.5 or used a more durable material, as it is the only thing that lacked capacity which didn't show up in proving-ground testing."

The Twin Ultramatic has taken a beating on the rumor mill for many years, and there's no doubt that it was Packard's weakest link. Properly set up and maintained, these units have served well, many with over 100,000 miles. But several unfortunate happenings hit the Ultramatic all at once.

First and most important was the demise of the dealer force upon the decline and fall of the Detroit-built Packard. With no friendly local expert to care for their cars, owners fell prey to backyard mechanics, gas-station operators, dealers in other makes, independent transmission shops, and ordinarily competent mechanics with no experience in Ultramatics or even a manual to go by. The all-important linkage adjustment was forgotten, shlock parts were used, factory-recommended torque specifications for things like aluminum valve bodies were ignored. Such mechanics usually failed to replace the bushings so critical to the maintenance of proper operating pressures in this transmission, either because they never heard of such things or because it cost too much. Thus the Twin Ultramatic's greatest shortcoming proved too frequently to be: once taken to the shop for major or minor fixing by the average mechanic, the thing didn't stay fixed. It would go down again and again, with the owner eventually giving up and telling his neighbor, "Can't fix 'em!"

REPORT, NOT SUPPORT

On deviations from original

Second, the horsepower race. The old canard about Twin Ultramatic is that the engine was too powerful for it. This is an over-simplification, but as over-simplifications go, it's fairly close. More to the point, the torque characteristics of the V-8 differed from those of the Straight 8 for which the transmission was originally designed. In addition, the mid-1950s saw more emphasis on performance. Repeated full-throttle starts, sometimes coupled with manual low/high shifts which frustrated the governor and promoted slippage, were common, and these were heavy cars. There is no hard statistical evidence, but Twin Ultramatics installed in the much lighter Studebaker Golden Hawk appear to have turned in significantly better service records, even when the cars were raced.

Third, technology. The transmission fluid of the day, known as Type A Suffix A, had been developed for the prewar Hydra-Matic and its claim to fame was a resistance to foaming and not much else. It broke down easily under heat and its additives, such as they were, were shot out by 25,000 miles. Packard recommended replacing the fluid at that mileage but usually it was not done. Modern fluids, either Dexron (pronounced Dextron by those who do not pay attention) or Type F (becoming obsolete) are ever so much better. You can still find worthless, budget-priced transmission fluid labeled Type A in drugstores today; it's even worse than the 1950s product. You must never use the stuff; if it were any good, it would qualify for the Dexron label. It is on the shelf only because some people, realizing that there are still old owners' manuals calling for Type A in lots of gloveboxes, want to make money on the gullible. The combination of good modern transmission fluid and a good external transmission-fluid cooler will give properly built and properly set up Ultramatics a truly astonishing lifetime.

All things added up, the Twin Ultramatic should not be termed a hopeless or even a bad transmission. Properly set up, properly driven, and properly maintained, it was among the best available. But it was unforgiving of a lapse in any one of these requirements: as such, it was a failure. Packard might better have saved itself the R&D costs on this unit; it was no small feat for a company of this size to manufacture its own automatic, a fact matched by only three other companies at the time (GM, Chrysler, and Borg-Warner, all larger than Packard). Yet the use of Borg-Warner and GM transmissions lost Ford no customers.

NOTE: Special thanks to George Hamlin for this very in-depth and interesting report.

The purposes of our group are to track the remaining 1956 Golden Hawks and to help owners and prospective owners restore and maintain their cars as they choose.

Over the past 10+ years, we have presented an enormous amount of information concerning authenticity and original items for our cars. On the flip side, we have also presented many alternatives from stock. We are a center for information exchange and printing as much as we can is the best way to accomplish that mission.

From a personal standpoint, I would like to see everyone restore their car to, or keep it in, its original shape and configuration. I know that is not always the best alternative.

If you've ever experienced the *thrill* of having a steel brake line rupture, that dual reservoir master cylinder setup offered by *Turner Brake* would probably be your next project. Authenticity may not be so important after an experience such as that. Believe me, I know first hand, and you don't want to go through it.

In the final analysis, I would much rather see a 1956 Golden Hawk on the road sporting a Chevy V-8, than seeing that same car rotting in a field with a tree growing through the engine compartment.

Each car is unique, as is each owner's situation. Some cars sit wallowing in the mire or tucked in the back of the storage site and may never be restored by their current owner. Others are undergoing face lifts or complete refabrication according to the owner's wishes.

Our purpose is to present as much information as we can so that you can make the best decision to get, or keep, your car running. Non stock modifications appearing in *56J ONLY* are included because they are consistent with our purpose.

**In short,
we report,
we don't support**

MORNING SICKNESS

56J ONLY is the official publication of the 1956 Studebaker Golden Hawk Owners Register (*56SGHOR*) and is distributed free to members. The information contained in this newsletter is true and complete to our best knowledge. All recommendations on parts and service procedures are made without any warranties on the part of the author or the 1956 Studebaker Golden Hawk Owners Register. Because the quality of parts, materials, and methods are beyond our control, the *56SGHOR*, and the author disclaim all liability incurred in connection with the use of this information. Any opinions expressed are those of the writer and not necessarily those of the *56SGHOR*.

The transmission belching problem upon start up, gets a little investigation

As long as we are on the subject of automatic transmissions, this might be a good spot to discuss the following problem. Whenever we start our cars after they have been sitting for more than a week, or so, transmission fluid backs up and out the filler tube. Brent Hagen and Bill Glass have been corresponding, and reporting to me, regarding the problem.

I offered my "expert" advice by stating that I heard that the fluid drained back into the pan from the torque converter. Upon start up, some fluid backed out of the filler tube before it could be pumped back into the torque converter. Bill Glass said he attached a hose to the filler tube with the other end plugged into a bottle which he then mounted upside down on the firewall.

The following is a note from Brent to Bill:

Just a note to update you on where I'm at on trying to fix this problem. I replaced the check valves and manifold assembly in the valve body assembly of the ultramatic. Also saw some wear marks on the low speed governor where it looked like it had been hitting something.

A service note had described this problem and I installed the recommended replacement low speed governor (was able to purchase it from *Stephen Allen's Auto*). The transmission did not leak initially. After sitting for one week I fired her up and she puked on me again. Not wanting to take her back apart again, I decided to try your idea.

I bought a rubber stopper and drilled a hole for a piece of 3/8" tubing. After sticking a two foot piece of tubing in the end of a stopper, I inserted the stopper in the filler tube. I attached the top of the tube to the engine firewall with a nylon tie strap. I threaded a machine screw into the top of the tube. I let the 56J sit for another 7 days and fired it back up again. It did not loose a drop of transmission fluid. I let it sit again for 2 weeks and tried starting it again and still did not lose any fluid.

Both times I watched the clear plastic tube and did not notice any fluid coming up, so the tube does not have to be very long, nor does there need to be a reservoir. It makes for a simple 30 minute fix!

EDITOR'S NOTE: Bill Glass (aka BondoBilly) had the following, less than scientific, reply to Brent:

To: Brent.Hagen@orport.ang.af.mil
Subject: Re: Ultra puking problem

Don't credit me, I stole it from somebody, but I'm glad it works. I think someone should come up with a book of the *gerry rigged* fixes. Not the ones that are sensible or require real work, but like this tubing thing, and others. I asked Ellen to get me an IV bag and some IV line from the hospital. I am working on an idea of using an IV bag as a master cylinder filler. Also one for tranny fluid. First I have to see if the IV bags melt with the brake and tranny fluids, then see if I can make hangers.

Actually I was going to make a label for the bag, with a red background, "SP" logo and in white print AUTOMATIC TRANSMISSION FILLER AC-58345 and hang it off the rear view mirror as a joke. This would be after putting a phony window sticker in the car window. This car equipped with the following factory installed components:

Leaky trunk, Sagging Doors Rust
Assorted leaks of various viscosities
Over sized steering wheel
AM Radio - Korean War News Only
Seat Belts - Stolen from a DC-3
Padded Instrument panel to protect the instruments

Only one problem, people just look at the price listed and DON'T read the freaking sticker. So I am afraid that if I hang the IV bag, some jerk is going to research the AC number to see if it real!

EDITOR'S NOTE: Neither Brent nor Bill indicated what they did with the dip stick. I decided not to ask.

LOVE LETTERS

56J members always come through

I love to get and reprint all the letters I receive from you. As a non mechanic, I have to admit that 70% of the time, I have no idea what you are writing about. Yet, enough of you do understand and always have help for someone needing it. I really enjoy being able to pass the information along.

The only problem is that sometimes you think the messenger is the person with the answer. Subsequent conversations have you explaining the intricacies of your project and all I can do is offer an "oh" and an "I see." I don't mind. I am always happy to know that you have accomplished something that you feel is worth telling me about. Just don't ask me to explain it.

For this reason, I don't reprint my interpretation of phone conversations. I'd rather have you explain it in your own words, in writing (disk or email), so that the facts will not get distorted.

ONE FOR THE ROAD

Member Deborah Shipione of Phoenix Arizona joins the ranks of those who have completed a 1956 Golden Hawk Project.

It certainly is a wonderful feeling to drive the car I love, and feel proud of how it looks. Especially after all the work I put into it. It is all worth it.

I am now getting the thumbs up, whistles, and people yelling at me asking what kind of car it is. It's too funny. And one of the most wonderful things about it is that everyone who worked on the car with me takes such pride in what they've done. They've been able to contribute even if they didn't know a Golden Hawk existed. Well onward and upward.

The paint company did a great job on matching the Ceramic Green color. I hear that it took them most of the day to prepare. I asked the paint company if they wrote down the mix, but they don't for color matches like I requested. I was able to use the inside vent piece which still had the original color on it, and didn't have any sun exposure. The color looks a little lighter than the picture shows, and is a bit more metallic than the original. It still looks great.

I did not use original interior due to the heat in Arizona. Vinyl is just too brutal here to endure. Used a beautiful green material with white vinyl accents and black piping and flooring. Looks very nice. I am finally able to drive my baby around and feel good about it. I do intend to write up a short history of what I went through with this car. It deserves being preserved on paper since it was such an ordeal.

Enclosed are the original paint chips you loaned me. Thanks so much for all the help.

(Editor's Note: My most enjoyable task is to report on the completion of someone's project. Congratulations Deborah. you represent all of us, so drive with pride.)

WE'VE FOUND ANOTHER ONE

Member Jimmie Facklam and Richard Quinn team up to help another owner

In February 1998, I received a letter from Richard Quinn of Mokena IL. With the letter, Richard sent me copies of dealer invoices for two 1956 Golden Hawks. One was sold locally, and the other was sold by a dealer in Nebraska. Richard stated that if either car ever turned up, the owner might be interested in the invoice.

This past August, I received a letter from member Jimmie Facklam who reported the serial numbers of three 1956 Golden Hawks.

One of the cars, serial #6031142, was the same as one reported by Richard Quinn. Here is a portion of Jimmie's letter:

The 1956 GH ID #6031142 belongs to Mr. Richard Blobaum of Nebraska City, Nebraska. This Hawk has "two four" carbs that have two independent dry air cleaners that hang over the passenger side valve covers. These air cleaners appear to be factory made and installed. This car is a three speed overdrive, with 28,000 original miles. It has always been around Nebraska City.

I forwarded the invoice to Mr. Blobaum along with information on our club. A short time later, Richard joined our group. He indicated that the car is in number 4+ condition and has been off the road since 1978. He also stated that the car has low miles, but needs brake work and repainting. It is a 3 speed/OD with 2-4 intake and is locally remembered as a very fast car.

56J WEB SITE UPDATE

Site is well received

So many of you have said such nice things about our web site, introduced with the last issue. As luck would have it, the site was not accessible for 3 days while *Prodigy* worked to correct the problem. If you haven't checked us out yet, catch us at:

<http://pages.prodigy.net/56sghor>

New member Ed Glick became the first one to register on-line through the web site. Since we don't charge dues, all I need is the information, so this works out well.

The second one to register on-line was John Poulos. John is the person who writes the *Studebaker on the Net* column in *Turning Wheels*. John contacted me when he heard about our new site and invited us to join the *Studebaker Ring* at: <http://stude.com>. John was in the process of purchasing a 1956 Golden Hawk, so he joined us, and we joined his group. I guess you could call it a *Joint venture*.

We've had a few more new members join through the web site since then. Michael Taurisano signed up on-line from New Hartford NY, Mark Smith from Palmdale CA, and Murry Clark from Auckland, New Zealand.

As things stand right now, it looks like the web site was a good idea. It gets our message out, provides an easy method to contact us through our email address, puts our want ads on-line immediately, and provides an easy method for new members to register.

We've come a long way since first gaining internet access last February. In fact, we've been so happy with our progress, that we've launched a new site on the web. Read on.

ANOTHER WEB SITE IS BORN

New site for vendors is launched by the 1956 Studebaker Golden Hawk Owners Register

In an effort to provide Studebaker owners a one stop shopping page for parts, service, and restoration service, our club has created a new web site. It is called Studebaker Vendors, and is located on the web at

www.studebakervendors.com

I hope this site will grow to include all the vendors supplying Studebaker parts. For those vendors who don't have a web site, this is a chance for them to get onto this new medium at a fraction of the cost. Vendors will receive a single page with their pertinent information. It is the equivalent to a full "yellow pages" ad. If the vendor has an email address, customers can contact him directly from his web page. The vendor can also put his new web site address on his business cards and other advertising.

Vendors, who currently have their own web site, will also benefit as we will provide a link directly to their site.

There are costs involved to register the domain name, obtain internet access, and have the site hosted. Because of these costs, we have to charge the vendors a small fee to be listed on the site. This fee is considerably less than what it would cost someone to develop and maintain his own site. Phil Brown, of *Phil's Studebaker*, in Osceola IN was the first to sign up.

We expect to operate in the red for some time, but hopefully, vendors will see the benefit of being listed together, so that Studebaker on-line customers will have an easy route to their site.

If you have internet access, please check us out at the location shown above. If you are interested in finding out more about the new site, you can contact me and I will give you all the details.

TURNING WHEELS TO FEATURE 1956 HAWKS

Upcoming article due in the year 2000

Turning Wheels Feature Editor, Fred K. Fox has announced that he will do one of his in-depth articles on the Hawk series for 1956. The feature will be part of the August 2000 issue of the *Studebaker Drivers Club's* Golden Quill award winning magazine, *Turning Wheels*, edited by Linda Fox.

The Hawk line in 1956 consisted of four models, the Flight, Power, Sky, and Golden Hawks. Fred always does an outstanding job and this should prove to be an excellent primer and reference source.

Fred did a previous article on 1956 Hawks in the April 1985 issue of *Turning Wheels*. It was called *1956 Hawks - The First Flight of a Noble Breed*. Member Dale Meese's car was shown on page 4 of that issue.

He is currently asking for photos of original looking cars as well as short stories. I've received many beautiful photographs from members over the past ten years. I'm sure Fred would appreciate hearing from you. Who knows, maybe your car could be on one of the covers. You can find out the complete details by reading the *Upcoming Feature Articles* section in *Turning Wheels*.

REGISTRATIONS & RENEWALS

It's that time again

I have included registration forms in this issue for those of you who haven't been heard from since 1995. The purpose of the form is to insure that I have your correct mailing address, phone number, and car information.

If a registration form is attached, please complete and mail it at once. I will update my records and I won't bother you for another four years.

If you do not return the form to me, I can't verify that you are receiving the newsletter. I have no choice but to drop you from the mailing list.

RAPID CITY DINNER

Annual 1956 Golden Hawk Members' dinner

For the third consecutive year, club members met for dinner during the *Studebaker Drivers Club's International Meet*. The setting this year was the host *Holiday Inn Rushmore Plaza*. The motel gave us a private dining room. Apparently, they must have heard about our "rowdy" gatherings the previous two years.

The 5:00 p.m. start attracted thirteen people, a lucky number in our case, and we had a nice informal dinner and chat. We were enjoying each other's company so much, that we ended up missing the *SDC* general membership meeting. We finally broke up about 8:30 p.m.

Those attending this year, besides Anita and me, were Bob & Marcia Dietzler, Jerry Baily, Dale & Winona Gittings, Don & Carol Brewer, Jim & Fran Burdick, Jimmie and Bessie Ann Facklam.

We will try to do it again next year in Madison WI. If anyone in the Madison area is interested in setting it up for next year, please contact me.

THE MAILBAG

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

(Edited as required.)



JOE HALL June 6 1999

Hope you and yours are doing as great in Florida as we are in California. I have less than a year to go till I get out of the military and return to Kentucky. Glad you have e-mail now, so you don't have to try reading my poor handwriting anymore.

Received the latest newsletter yesterday and, of course, have read it from cover to cover. A few comments:

Pete Olmstead mentioned tire pressure: I use P205/75 radials on my 56J and both GT Hawks, keeping max pressure in the front, based on the manufacturer's recommendation (44 PSI cold), and 4 PSI less in the rear. This provides the best stability and good wear pattern for me. Today's tire technology is 43 years refined since 1956. Applying 1950s instruction to 1990s tires doesn't seem like a good idea. Being a motorcycle enthusiast also, I ride older BMWs. The BMWMOA (SDC counterpart) has long held this same opinion, e.g. my current BMW is a 1979, but I ignore the owner's manual and use the recommendations of the people who made the tire this decade.

Gary Capwell's article on his engine is interesting. Having rebuilt two 352s, I can identify with everything he says. Concerning the rod bearing failure, I wonder which most likely occurred; an "extreme accident", or the older (NOS ?) babbiting simply letting go (I had this experience with cam bearings in a GT Hawk before). The date code on the back of the bearing shell would be interesting.

Babbited bearings have a shelf life for exactly that reason. The NOS stuff still around should be avoided if at all possible. Even worse, many NOS bearings now being sold, upon inspection with a magnifying glass, appear to have been factory "seconds" that should have been thrown away decades ago!

I had a very bad experience trying to buy a complete set of .010 rod bearings for my rebuild last year. Everywhere I called said, "plenty of .030s, but no .010s or .020s, someone will make another batch soon, then there will be plenty again"... I wound up paying through the nose to two different vendors for partial sets of NOS from three different manufacturers. Obtaining a couple extra, I inspected them

all, and used the best of the lot. Almost 30k miles later, this still worries me, someday I'll put new ones in, soon as someone "makes another batch"...

Rebuilding my engine last year, I discovered about half of the rocker arm points that contact the end of the valve stem were badly worn, some actually had a circle worn in them that matched the end of the valve stem. This caused the rocker to "wag" the valve stem in the guide. Result; major guide/stem wear, loss of compression and a tired engine. If you have a strange valve "tick" (very light "click") that you think may be worn lifters, check this first, it's easier and cheaper. The fix: carefully regrind on a wheel, taking only enough off to restore the rounded shape, then polish them with crocus cloth. The hydraulic lifters will take up the slack, if you didn't take too much off. Worked for me...

The cause of this is debatable, possibly lubrication, but nothing appeared to have been run dry. More likely the metal is too soft. Once again, calling on my experience with BMW MCs: BMW R series have exactly the same set-up as the 56J. Having seen several high milage BMWs (100K plus), I've never seen signs of wear on the rockers though they run at higher RPM (4K is about 68 MPH). I've since noticed on my 1979 that the ends of the rockers are heat treated (discoloration lines).

I recently replaced the heater motor and cage with ones I bought at NAPA. They fit and work perfectly, putting out at least as much air as the old one ever did. Only required sawing off two studs sticking out about 1/2" too far on the non-business end of the motor. NAPA part numbers: motor 655-1020, cage 656-1097.

I'll be sure to try the Bosch plugs Ross Ball mentioned next time I change, as I only get about 15k miles per set out of the AC R44XLSs I've been using, till they start to foul.

Someone mentioned thick head gaskets. I'm interested. Where can I get a set? Would like to try them next time I take the heads off, though I hope that's a long time.

Does anyone have a set of the late type plug wire brackets for sale, as mentioned in the newsletter? I'd like to put a set on mine.

Well Frank, that's about all I can think of for now. Hope something I offered may be useful to someone. Take care, hope to see you and all 56J owners in South Dakota this September.

ROSCOE STELFORD HAMPSHIRE ILLINOIS

June 6, 1999

On the article in SIA on Packard fuel injection mentioned by Brent Hagen in the last issue. I have one of the units and quite a bit of test data. I also supplied the picture that was used. I do not remember anything listed on putting it on the 56J. It was going on the Caribbean for sure.

Larry Weidner - Menomonie, Wisconsin

June 26, 1999

Well I am impressed! This 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER web site, is the nicest thing I have seen for Golden hawk owners, ever! OK with me if you send the newsletter to me via e-mail instead of snail-mail to save you money and time. I'm still willing to send you some cash every so often for your efforts. I have known since internet browsers first appeared 8 years ago that this would be a perfect way to get the information out to 56J owners and this home page that you have designed is really nice! I will be retiring from teaching in June of 2000 and will have more time to dedicate to efforts like this. Beginning then, if you need help with things like this or anything to do with the 56J, please contact me and I'll help any way I can. In the mean time, TWO THUMBS UP TO FRANK!!!

From: weidnerl@win.bright.net
Oh..My other email address...from school is: lrweidner@msd.k12.wi.us

CHARLES PAYLEITNER DARIEN ILLINOIS

August 5, 1999

I have two trivial subjects to contribute to the newsletter. First, my clock glass was broken when I bought the car. The clock is/was ticking merrily along. I went to a swap meet in South Bend and bought the only glass I could find. It only cost \$18.00, but it had no holes, and these need two.

I took it to a glass shop, Orlandos in Chicago, that does drilling. He had no drills that small. The owner agreed to buy one, diamond I guess, if I would pay \$30 for the job, which I did. It all turned out fine. It's all installed, but I must have the most expensive clock glass in the group.

For the purists out there, the two holes we drilled are the same (larger) diameter, while the original holes are different sizes. You'll say we should have bought two drills. Yes, and I could then have had a \$75 glass for my clock.

I saved a lot of money at that swap meet though. I needed 3 pieces of aluminum lower

body molding which can get very expensive, up to \$100 each for the longer pieces. Luckily, I didn't need the longer pieces because I was able to buy some pieces for a 1956 four door. It's the same extrusion. I bought two new lengths for \$18 each and was able to cut the three pieces I needed from them, with one front fender piece left over.

I traded that piece to Joliet Studebaker for five oval bumper bolts which would have cost \$25. Joliet Studebaker is a very helpful place and can be reached at 815-726-1500.

I need a brush set for my tachometer. My car has none at all, though it has the plastic body to accommodate it. I don't know if I need a washer or something to hold the brushes down. I've heard there's someone out east who sells these for \$25. Can anyone help please?

And finally, a body shop examined my car and said the front fenders can't be raised, they're welded. Yet, a fellow with a show condition 1956 Hawk tells me they're adjustable. Who's right? My car hasn't been altered since it was built.

56J ADVISORS GROUP

The following have offered to serve as points of contact if you need help with your car. Include a SASE when writing. I would also appreciate knowing the outcome of any discussions which I would then pass along in future issues.



Gary Capwell, 1008 Alder N.E., Keizer, Oregon, 97303, 503-390-4588. General help and information.

Dick Dobson (member of *The Florida Packard Club*) North Ft. Myers, Florida, 941-731-9164. Ultramatic advice.

Joseph Hall, P.O. Box 1127, 29 Palms CA 92277, 760-361-4009. Performance, power train, suspension, safety upgrades.

George Shirley, RR 2 Box 247, Dieterich, Illinois 62424 217-739-2452. Car hauling (local?), general repairs, other services.

Bob & Doug Palmbach - *Vogel Electric*, 2312 P Street, Bakersfield CA 93301, 805-323-1995. Electric generator, starter, motors (seat, window, fan, wiper), Any electrical advice or information is free of charge.

HERE WE GROW AGAIN

Please update your rosters as we welcome the following members. **If you move, please remember me when you send out your change of address forms.**

- 285 Leo Kane 1722 Monte Vista Ct.
Alamogordo New Mexico 88310
505-434-2533, Email lkane@zianet.com
- 286 Ed Glick 1221 Melborne Way
Minden Nevada 89423 775-267-3914
Email a2z1llamas@ableweb.net
- 287 John Poulos 39 Sheridan Rd.
Arnold Maryland 21012 410-757-5147
Email avanti@erols.com
- 288 Charles Payleitner 1122 69th St
Darien Illinois 60561 630-241-2594
- 289 Richard Blobaum 1821 S. 11th St.
Nebraska City NE 68410 402-873-5925
- 290 Marc Smith 37646 Robin Lane
Palmdale CA 93550-7000 661-266-3674
email smitty1506@aol.com
- 291 Michael Taurisano 16 Woodberry Rd.
New Hartford, NY 13413 315-732-2085
email MiAngelT@hotmail.com
- 292 Arnie Kimbrel 608 Meadowwood Dr.
Brooklyn Park MN 55444 612-566-9434
- 293 Larry Moug 175 E. Shiloh Rd.
Santa Rosa CA 95403-1254 707-838-4211
- 294 Murray Clark 4083 Gt North Rd Kelston
Auckland New Zealand Ph 64-94806911
email dieselcar@connected.net.nz

NOTICE: In lieu of dues, and to help keep my records correct, registration forms will be mailed out periodically to members who haven't been heard from for several years. If you receive one, please complete and mail it at once or you will be dropped from the mailing list.

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, auto, PS, PW, car is in primer, no rust, \$2700. Bob Peterson, 5294 Canyon Hill Ct, Castro Valley CA 94546, Tel. 510-582-7328.

1956 Golden Hawk, beautiful repaint, just wet sanded and buffed glossy, Gold & White, re-chromed bumpers, nice interior with new vinyl upholstery, Ultramatic. Needs no work (except tach), runs fine, reliable. All original and solid condition 2 to 2-1/2,

asking \$11,500 Charles Payleitner, 122 69th St, Darien IL 60561-3867, 630-241-2594.

1956 Golden Hawk, auto, PS, 30,000 miles, Yellowstone, very nice car. See in November 1997 TW, page 27, \$14,000 obo. Call Dan Pinckert, Goshen IN. 219-534-9453 (eve), 800-600-9511 (day).

Studebaker: 1956 Golden Hawk, rust free Arizona car, 352 Packard engine, Chrysler transmission and ignition, GM air conditioning and alternator, runs great, Burgundy interior and exterior. Car plus parts car, plus lots of spare parts including NOS front fenders, \$10,000 for all. Ken Schmidt 2251 N 32nd St. #37, Mesa AZ 85213-2446, Tel: 602-641-5994.

1956 Golden Hawk, Manual/OD, PS, PB, 4.09 rear end, some extra parts, work started, needs restoration. This car was described in issue # 029, serious inquiries only. George Shirley, RR 2 Box 247, Dieterich IL 62424, 217-739-2452.

Shift selector indicator dial part number 1539769,

This is a reproduction item from a new mold I made using an original dial as a model, \$21.00 includes shipping. Carole Rossman, 11256 Blue Lake Rd, Holton MI 49425-9729.



56 J Parts for sale, \$40- ea.:

NOS Timing chains for Packard 352's and 374's (3 only), Packard Fan Blades(no cracks, cleaned and repainted) (2 only), .030 Piston rings(New, TRW and one other mgr) (2 only), Heat Riser Valve, NOS(1 only), Fuel pumps,(New, Airtex) (2 only), Please include \$10 shipping per item up to \$20. Also, Gas Tank(out of a 56J) refurbished like new(shiny inside & out) \$175 + \$30 shipping. Brent Hagen, 6220 SE 55th, Portland OR 97206-6800, 503-771-0604 or email brent.hagen@orport.ang.af.mil.

I have the following items left from taking three cars apart to make one: complete automatic trans, power steering pump and gearbox, 2 front fenders (right is fiberglass), misc chrome pieces, 2 (57-61) hoods, complete 3:07 rear end assembly, complete 289 engine and auto transmission. Ed Means, 1304 Elm, Liberal Kansas 67901, 314-624-6648.

One 56J hood, a set of tail fins, and a 352 V-8 for sale. I also need a lower door outer molding and a lower interior door molding. Dwayne Jacobson, 1817 Miller Ct., Stevens Pt, WI 54481, 715-341-7671.

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.

Studebaker parts, N.O.S. and excellent used parts. Phil's Studebaker, 11250 Harrison Rd., Osceola IN 46561, Ph 219-674-0084, email Stude67@aol.com See our web page at www.studebakervendors.com/phils.htm

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, 352-472-9369.

A LARGE STOCK of Studebaker parts from 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. 25 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet, IL 60432, 815-726-1531, FAX: 815-722-7262, Internet: rkapteyn@mcs.com.

HIGH PERFORMANCE Reproduction Parts & Accessories. Lionel Stone Studebaker, 4476 Matilija Avenue, Sherman Oaks CA 91423, 818-990-8916 phone/fax.

THE PACKARD PAPERS, for the Packard enthusiast, printed on antique letterpress, Packard Ivory paper with black printing. The Packard Papers, 288 Whitmore St., #211, Oakland CA 94611, 510-655-7398.

Bondo Billy's merchandise web store has T-shirts, sweat shirts, license plates, mugs, steins, mouse pads, etc. Silkscreen or custom printed with photographs & drawings. See our web site at www.bondobilly.com/store.html

WANTED

Oil pan for 56J Ultramatic transmission. Bob Modell, 932 Oliver Ave, San Diego, CA 92109, modell@san.rr.com, 858-279-2729.

1 complete air filter, fan shroud, steering wheel, 4 hub caps for 1956 GH. Yvon Beaudry, 931 Principale, St-Paul D'Abbotsford, Quebec J0E 1A0, Tel 450-379-5707 from 7a.m. to 7p.m. You can call collect.

Factory wire hubcaps, also someone reasonable to do my interior in Tennessee. Richard Newmann, 314 Powell Rd., Tullahoma TN 37388.

Power steering pump and lens for the rear license plate lamp for my 56J. Claes Antonsson, Gamla Bjorlandavagen 153, S 417-28 Gothenburg Sweden, Tel +46 31 517 603, Fax +46 31 232 902 E-mail: claes.antonsson@swipnet.se

Lower aluminum trim moldings above the rocker panels for driver side rear quarter and passenger side front fender. Stanley C. Krohn, 206-938-8204 (home), or send FAX to me at 206-938-2326.

56J CLUB ITEMS

ALL PROCEEDS HELP MAINTAIN THE CLUB

MANUALS

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG (includes Update #1). 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.



NEW SOFTBOUND edition of the catalog is now available. Same as above, but without the loose leaf folder and color cover picture insert. \$20.00.

56GH PARTS CATALOG UPDATE #1 \$1.00.

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. \$15.00



STEERING WHEEL COVER
Black on white background. Slides over the top of the 17" steering wheel, washable. \$15.00.



DECAL-APPLIQUE/TAGS/PATCH
AIR CLEANER/OIL BATH, yellow/black \$ 4.00.
GENERATOR FIELD TERMINAL TAG, red \$ 1.50.
TACHOMETER SENDING UNIT TAG, red \$ 3.00.

PATCH 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background. \$3.50



CLUB ROSTERS (send SASE)

Prices include postage (SASE appreciated on small item orders).

Make checks payable to Frank Ambrogio..

IN THIS ISSUE

GEORGE HAMLIN GIVES HIS REPORT ON PACKARD'S TWIN ULTRAMATIC TRANSMISSION.

BRENT HAGEN & BILL GLASS OFFER ADVICE ON THE TRANSMISSION "BELCH" PROBLEM.

DEBORAH SHIPIONE JOINS THE RANKS OF THOSE WHO HAVE COMPLETED THEIR RESTORATION PROJECT.

JIMMIE FACKLAM UNLOCKS THE MYSTERY OF A CAR, FIRST REPORTED ON BY RICHARD QUINN.

STUDEBAKER VENDORS WEB SITE IS LAUNCHED BY THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER, AND BOTH SITES JOIN THE STUDEBAKER WEB RING.


FRED K. FOX WILL BE DOING A FEATURE ARTICLE ON 1956 HAWKS IN THE AUGUST 2000 ISSUE OF TURNING WHEELS.

JOE HALL ANSWERS SOME QUESTIONS AND HAS MORE ADVICE.

ROSCOE STELFORD UPDATES THE FUEL INJECTION MENTIONED IN THE LAST ISSUE.

CHARLES PAYLEITNER HAS INFORMATION ON THE GLASS FOR CLOCKS AND TACHOMETERS. HE ALSO NEEDS SOME HELP.

1956



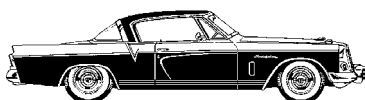
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THE CURE FOR THE COMMON CAR