



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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56J FRONT STABILIZER BAR BUSHINGS

From Bill Ladroga

In 1996 I read somewhere that the larger 3/4" diameter 1958-1966 front stabilizer bars with the two P/N 1545231 stabilizer shaft support link assemblies worked better than the original 56J stabilizer bar. I had my car in the shop for other work at the time and they had several later chassis in their scrap yard so I took the stabilizer bar and support links off one of them and installed them in my 56J. It helped the handling a lot. As you might remember, I also had taken off the P/N 801447 rear stabilizer bar on my 1957 President Classic quite a few years ago and installed in the 56J with no problems. The mounting holes were even in the 56J frame since it the same one used on 1957 President Classic. For a big car, I think my 56J handles pretty darn good with these two stabilizer bars.

While I was still working and wasn't a burden on society as I am now, my laboratory had a machine shop. Having struggled with changing out the rear spring bushings on my 1953 Champion coupe and reading about the big improvements you could gain from using Delrin bushings, I decided to machine up four Delrin bushings for my 56J for a future change. I've had those Delrin bushings sitting around for years but never had to use them.



Worn Bushing

I was riding around this week in my 56J and I could hear a clunking sound coming from driver's side front end. I took a look underneath the car and found that the top P/N 419932 rubber bushing on the left stabilizer bar center link assembly had worn through and the P/N 1544479 bushing was rattling in the top of the link. I removed the bushing and then remembered the Delrin rear spring bushings that

I had from years ago. Just for curiosity I found the bushings and discovered that they are exactly the right diameter and have the correct center hole diameter for the bolt! The only problem was that they were too long

(they need to be 1-3/4" long) but that was no problem since I could just cut the Delrin with a hacksaw. I replaced them both.

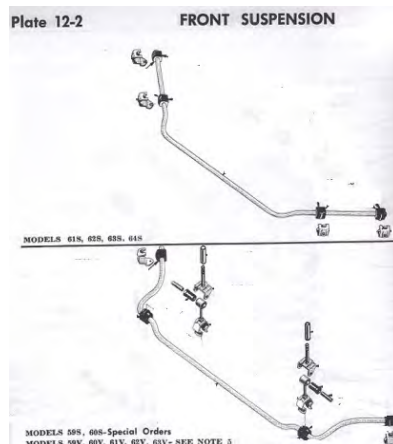


New Bushing

Here's a shot of the right standoff. The Delrin bushing is in white. There are other colors available in Delrin (including black) but at the time that's all we had in our supply.

So now I have Delrin bushings on my 56J front stabilizer bar. It might help someone out there to know that if you installed the later stabilizer bar

and get stuck for bushings and can only find P/N 527987 rear spring bushings, you can always use them for the stabilizer bar after cutting them to length.



Oh, and just one other thing. Here's a copy of the chassis manual for 1959-1964 showing the type of stabilizer bar installation for the 56J at the top and the later design for the Hawks below it.

It's a direct bolt-in from one to the other.

Studebaker Drivers Club Meet 2014

Two 1956 Golden Hawks receive high scores



1st - 398 - 1956 Golden Hawk
Ray Martin, Sparta ON Canada

Photo courtesy Turning
Wheels

Congratulations to Ray Martin of Sparta Ontario for scoring 398 points and a first place award at the SDC Meet in Dover DE this past summer. Ray's 56J was entered in the

Coupes (C Body) - Hardtops (K Body) class.



1st - 385
1956 Golden Hawk
Mark James, Lancaster PA

Photo courtesy Turning
Wheels

Congratulations are also in order to Mark James of Lancaster PA for his first place award with a score of 385 points. Mark's 56J competed in the Non-Stock -

Studebaker Powered class. In October, Mark purchased another 56J which hopefully will make an appearance at a future meet. Here is what Mark had to say about the experience:

"I drove my '56 to Dover from Lancaster, PA, about 100 miles. It was 100 degrees and she ran cool and smooth at 75mph on the interstate. I love that car! Every car cruise I go to, people want to know about this car. Also, I'm planning on going to St. Louis next Summer.

I just bought the car with Serial No. 6800356. I'm very excited about it. Now I have two 56J's. The one I had in Dover is my driver with a five speed, a/c, and fuel injection. The car I just bought I'm going to restore and it will be my trailer queen. This is the most beautiful car of the 50's. It is an honor for me to be a steward of these cars."

How to Change an Ultramatic Oil Pan Gasket

By Gary Russell

(Thanks to the Packard Traveler, newsletter of Pacific Northwest Packards and Peachstate Region newsletter Packard Profiles)

1. Jack up the car and drain the transmission fluid out of the pan. There is no need to drain the fluid from the Torque Converter.
2. Remove the pan.
3. Make sure that you check the holes on the pan where the bolts go through. Often they are pulled in towards the transmission because of the bolts being tightened too much. They need to be tapped out with a hammer so the pan gasket surface is flat.

4. Glue the gasket to the pan first with silicone sealer, like Ultra Black, and let it set for at least 4 hours upside down to put some pressure on the gasket. You can even add some weight on the top.

5. While that is sitting, inside where the pan goes there is a filter that can be easily removed and cleaned.

6. Reinstall the filter.

7. After the oil pan sits upside down for at least 4 hours, you can then put a bead of silicone on the gasket and let that set for about 20 minutes.

8. Install the pan. Note: When you replace the pan gasket, make sure the mating surfaces on the pan and transmission are clean by using brake parts cleaner.

9. To further ensure that the pan gasket doesn't leak, you should allow the sealant to fully cure before you add fluid. Basically, that means it should sit overnight.

10. Add transmission fluid to just above the ADD mark on the dipstick. Filling it to the full mark just promotes leaking. Begin adding fluid with the engine off. You usually add about half what it requires, then start the engine and fill to the add oil line. When the fluid warms up it will expand somewhat but that does not matter as it is on the low side anyway.

The procedure described above was developed over a number of years of trial and error and it virtually eliminated pan leaks. The pan was a very poor design, not unlike Hydramatics of the day, and they leaked even worse. The key is to let the sealer fully set up holding the gasket in place on the pan. If you try to do the job too quickly, the gasket will flatten and squish out, and it will not seal.

Another Project Gets Underway

Mike Nolte Dusts Off His 56J

It started when Mike emailed with a question, "Could you send me the build date for my 56 Golden Hawk, ID 6030301. I just purchased a 352 Packard dual quad intake manifold and need the build date for the carb tags. If you know of anyone selling the correct carbs, linkage or bat wing air cleaner, please let me know."

I sent a copy of the Production order for his car and he responded, "Thanks for the info, its exactly the information I needed, I will try Jimmie Facklam to see if he would have any dual quad parts. I think I have found the correct Rochester 4-jet carbs for a dual quad. The hard part will be the air cleaner. I paid \$75 for the car back in 1963 when I was 17, drove it for a year, the put it up on blocks in my family's barn where it sat for the next 50 years. Its time for it to get a full restoration."

I'm always happy to hear that someone is working on getting his 56J back on the road. Too many cars have sat

for decades with no end in sight. Hopefully Mike will report his progress from time to time and/or report on the completion of the job.

Here We Grow Again

If you move, please remember me when you send your change of address information.

- 304 Don Borger (former owner) SN 6031571*
New Castle PA Prev Owner Harold F. Walat
- 626 George Kallmeyer SN 6032061*
Shorham NY Prev Owner unknown
- 627 Chuck Burnham SN 6800412
Pueblo CO Prev Owner Ed Bunker
- 628 Robert Schoen SN 6031835*
Hardin MT Prev Owner Dan Logan
- 629 Jim Lewis SN 6030798*
Kirkwood NY Prev Owner Henry Lewis
- 630 Bob Powell SN 6030300
Powhatan VA Prev Owner C D Eldridge

* = New (Not previously registered or reported)

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

How Many Are Left?

1956 Golden Hawks Registered/Reported/Scrapped

247	Registered Owners
309	Cars Registered By Owners
306	*Cars Reported But Not Registered by Owner
615	Total Cars Registered plus Reported
40	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

Mail Bonding

If you need help or can offer advice, share it with other owners. (Edited as required.)



Gary Willoughby September 28, 2014

The time for engine surgery has arrived! Intermittent clacking noises from the water pump canceled a trip to Cowan, TN. for a town festival and car show. Spent all my prep time rebuilding the hill holder and replacing the master cylinder. Took my pickup to the meet, anyway (have some good friends in Cowan, plus a great railroad museum) and got on to the water pump afterward.

Took the fan and pump off relatively easily--only had to drain the radiator--but after that and a short test start-up, the noises remained. It has to be the timing assembly, possibly the chain or a broken gear tooth. The transmission is also whining and is 'tight' in first gear.

So here we go. Have contacted your advertiser Jack Vines for initial advice and a shopping list for a complete engine 'freshening', and hopefully can get this done correctly, with God's Grace and a good local mechanic. Enjoyed the latest Newsletter. Topnotch as usual. You know the GinnyHawk's history. Pray for us.

Administrative "Assistance"

NOTE: Special notes and recurring items.

✓ **EMAIL CLUTTER:** I easily get 100s of messages a day, most of which are useless and interfere with the more important items. Please do not send forwarded mail to me. I just can't read it all. This includes anything not 56J related, especially jokes, E-cards, political and religious messages. Believe me, if you send it, I'll get it from 10 others also. Far too much aggravation for me!!!

✓ **56JONLY Message Forum** Started by owner Scott Reid in July, 2002 for owners and fans to exchange information. Click on *56JONLY Message Forum* on our home page.

NOTICE: If you want to contact me to include something in the newsletter, you must send it to me directly. You can do so through the [56SGHOR web site](#).

NEVER write me at the Yahoo address. Scan the QR Code with your mobile device.



✓ **56J ONLY, Electronic Version** of the newsletter is in color, and undamaged in transit. If you would like to receive it electronically, and save me a buck, let me know and send me your Email address. I will send you a notice when the latest version is posted on the web site. You can read it, download it, and/or print it at your leisure. If you are not able to view it on the web site, let me know and I'll send it as an attachment. Anyone with an Email address on file with me, will automatically receive the newsletter electronically. Let me know if you prefer to receive it by mail. The mangling, ripping, and stains are free.

Wheel Estate

Our infrequent printing schedule means ads may be a year old. Please let me know if a transaction has been completed. All prices are subject to change. **ALWAYS check with the person or vendor for the latest pricing, shipping, and availability.**

Cars

For sale: 1956 Golden Hawk. Factory air and radio. Garaged and not run since 1978. Frame and fenders rusted as well as the floor pan. All parts original. Hood, Top and trunk in good shape, as is the interior, including the gauges. Located in Central NY State. Will consider all reasonable offers. Jim 607-222-7000. jhewis@hotmail.com (12-2014)



For sale: 1956 Golden Hawk for Sale.352" Packard V8, automatic transmission, PS, PB, radio, Green/White, damaged front fender and cracked passenger door window, Serial 6800570, \$8000.00. George Vranich 724-866-7087. (10-2014)

For sale: 1956 Golden Hawk body number 96. Early mocha/doeskin paint, auto, PS, PB. Driving and enjoying condition. Call Gary at 503-269-5513. Needs a new home that will drive her more! \$14,000 obo! (10-2014)



For sale: 1956 Golden Hawk. Gold in the center & White on the roof and lower body. Priced reduced to \$14,000, I could provide the full set of photos to anyone interested or you can see them on the 56J web site. Elaine

Kordyban 6413 Wager Dr Rome NY 13440 phone 315-339-4847 email ekordyban@yahoo.com (09-2014)

For sale: 1956 Golden Hawk painted General Motors gold and Studebaker white. automatic with 51930 miles. new windshield, tires ,exhaust system with chrome extensions. Wheel covers are not original but look great. Car is in Iowa. No RUST \$32,000. Wilma Hummel wilmers@hickorytech.net 712-568-3315 (09-2014)



For sale: 1956 Golden Hawk parts car, incomplete, very rusty rear quarters originally from Wisconsin, solid frame. The floors can be patched. No doors, no engine, no transmission, no vehicle ID # (previous owner removed that); still has some good parts such as hood, grille, dashboard, suspension, fuel tank, ribbed rocker panel moldings. \$400. Car could be saved with a new set of doors and fenders/quarter panels. Can e-mail photos. I have a spare Ultramatic transmission and a spare 374 dual quad Packard engine, at extra cost, if wanted for this car. Pete Phillips, pPhillips922@earthlink.net or 903-436-2851 (northeast Texas). (05-2014)

For sale: 1956 Golden Hawk in restorable condition plus all the premium quality NOS parts (collected over a 20 year period), plus specialty parts to restore it to concourse quality. Entertaining offers between \$20k and \$30k. Contact Bo Markham at 352-528-3304 or bomarkham@embarqmail.com (11-09-13)

Other

For sale: 56J Parts: New!: Mechanical Brake Light Switch \$12, Hawk Hydrovac mounting Brackets \$75/set, Hawk under dash tissue dispenser mounting bracket \$30, Upper & Lower Radiator Hoses \$20/ea, Fan & PS Belts \$10/ea, S/S "Check-Mark" mounting brackets \$15/pr, Speedometer Cable \$50, Ultra Front Seal \$20, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, 160 deg Thermostat \$9, Inner Fin mouldings (C-Chromew/mounting clips) \$95/pr, Sparkplug Wire Bracket Rubber Grommets \$2/ea 56J Tune-up parts: Premium quality solid core custom 56J & Packard engine spark plug wire sets. Please specify wire bracket type- early finger-type or later grommet-type, and single

or dual carburetors. Cost is \$56 + \$12 shipping. Points \$6, Rotor \$10, Condenser \$7, Dist. Cap \$5-\$10-\$15, Spark Plugs \$15 (set of 8), Carburetor repair kits \$40.

Sample of NOS parts available: Fenders (inquire); Rear motor mounts \$65; R. Hood Hinge \$40; Dip Stick, Tie Rod Ends, Hood Spring Set \$34; 1956-58 Hawk RF window regulators: LF \$150 RF \$100; Ultra tail shaft seal \$20; Packard Exhaust gasket set \$25; 56 Hawk trunk lock housing \$85; 56 Hawk front fender spears \$85ea/\$165pr; 56 Hawk Inst lite sw \$35, Climatizer sw \$35; 56-64 Hawk RF fender ext \$35; 12Volt Sparton Low tone horn \$85, Front hood safety catch kit for double locking safety \$75

Rebuilt parts: 56J Starters \$225 & 56J Generators \$175 (\$75 core); Rebuilt water Pumps \$95 (your core appreciated), Rebuilt Fuel Pumps \$95 (\$75 core charge); Hood latches \$60, Revulcanized front motor mounts \$220/pr (exchange), Stainless wheel mouldings,

Used Parts: Lots of used 56J trim, switches, gauges, sheet metal, etc. Please Inquire.

New Radio Dial Glass for 1956-57 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like original, \$25 + \$4 shipping.

Rebuilt Packard water pumps for sale \$95, plus \$11.00 for shipping, (your core is appreciated).

Tachometers & Tachometer Sending Units: I can repair most of these. I also rebuild sending unit to tachometer interconnect cables.

Transmission Puke kit-II: Stop fluid from belching out of dip stick tube on start up. \$5 ppd.

Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email ghawk352@effectnet.com Ph 971-219-9687. www.1956goldenhawk.com/hagen (07-2014)

For sale: PerTronix #1382 and PerTronix II #91382 Ignitor for Autolite IBJ-4001C & E distributors.

Matt Rosa Ponderosa Mustang, 850-857-1084 FORD6566@aol.com www.PonderosaMustang.com Mention "Golden Hawk Newsletter" (01-2013)

For sale: 1956 Sky Hawk and Golden Hawk headliner trim bows. One set consisting of 3 pieces with ends tapered. \$89.95 per set (free shipping). Myron McDonald, 417-678-4466 or cell 417-229-2603 (01-2013)

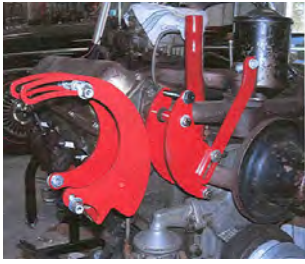
For sale: Large stock of Studebaker parts, 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. Over 40 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet IL 60432, 815-722-7262, Email: studebaker@mac.com (01-2013)

Adhesive Vinyl Inserts, for AC 2799 wheel cover. Enough for 4 hubcaps, with spare inserts. \$27.50 includes directions & shipping in continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone or Fax: 308-235-3386 rmpres@earthlink.net (01-2013)



Recast Steering Wheel PN 1540647, white, 17" just like the original. Contact us for price. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (01-2013)

www.shrockbrothers.com/steering_wheels.html



Air conditioning for 1955-56 V-8 Packard engine in whichever car it is in. You will need the third pulley and bolt for the crankshaft to drive the compressor. Modern, dependable, serviceable equipment starts with the Sanden compressor, 100-AMP alternator to keep your battery charged, and the electric cooling fan. **AC pulley and bolt** \$300.00, **Bracket Kit** for alternator & compressor including offset oil fill tube and all hardware, NAPA numbers for belts, etc. \$350.. Includes shipping and handling. **ALSO**



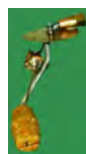
Ultra 400 Automatic Transmission Conversion for your 1956 Golden Hawk to a TH400. Enjoy the difference and confidence. No puking overflow. More power to the wheels. Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132, Tel 800-775-7077. (01-2013)

For sale: Packard V8 engines built to your specifications. I have a completely rebuilt 352" long block in stock for \$2995.

ALSO Just found a stash of 1998 manufacture NOS Packard V8 hydraulic valve lifters. These were made by Johnson, a major OEM supplier, before they went out of business. To get enough for my use, I had to buy two cases, 234 units. Will sell them to my '56J friends for \$10.00 each. For comparison, most major Packard suppliers are asking \$14-16 each. Cam Retainer Plate and Spacer - The factory engineers redesigned the oiling system to ameliorate the lifter clatter problems. The second-design cam retainer plate and spacer has been remanufactured in A2 tool steel and is now available. Don't rebuild your Packard V8 without it. - \$75. Oldsmobile V8 Oil Pump Conversion Kit - \$210, Oldsmobile V8 Standard Duty Oil Pump and Pickup - \$100, Oldsmobile V8 High Volume Oil Pump and Pickup - \$150. Packard Engineering Oil Pump Relief Valve Dump Tube - \$25. Re-Manufactured Packard Oil Pump - Vacuum Pump replaced by a 1/2" cast iron bottom plate and triple the bearing area - \$350 and exchange of your pump. Neoprene Rear Main Seal - \$25. Reinforced Front Balance Damper and Neoprene Seal - \$100 and exchange of your damper. Rebuilt Water Pumps with improved seal and bearing. - \$100 and exchange of your pump. Send cashier's check, money order or PayPal to Jack Vines, 3227 E. 28th Avenue, Spokane, WA 99223 PackardV8@comcast.net Packard V8 Limited. 509-535-8610. (01-2013)

For sale: **AC-2754 Exhaust extension.** Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and prevents gasses from marring car finish. ea. **1-104 Oil Filter Decal.** **1-083 Valve Cover Decal** (2 required). For prices, shipping fees, and availability, Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, Website: www.studebaker-intl.com Email: jim@studebaker-intl.com (01-2013)

For sale: New, reproduction Fuel Tank Sending Units are available from KM Lifestyle, 12 Jacques Street Worcester, MA, 01603. Call (508)792-9500 Monday - Friday 9AM - 5PM (EST) for prices or visit their web site at: <http://www.mykmlifestyle.com/> (01-2013)



For sale: 1956 Hawk Taillight Lenses #1312681 reproduction, excellent quality. 1540137 Wiper Switch Reproduction. 1540135 Headlamp switch reproduction. Other parts also at

<http://www.StudebakerParts.com> Chuck Collins, 2410 W. Freeway Ln., Phoenix AZ 85021 602-995-5311, chuck@studebakerparts.com (01-2013)

For sale: Many used 56 J Parts, Hawk doors and rear quarters, Packard V-8s, 3spd overdrive setups, Power steering pumps. Call for needs. Many Studebaker Parts Available. K Body Window Flipper Restoration, Stainless steel straightening, polishing. Very Good 56 Golden Hawk Hood. Dwayne Jacobson, 2620 Lake View Dr, Junction City, WI 54443. Phone 715-572-7292 email- studebaker56j@mac.com (11-2011)

56J Club Items

All Proceeds Help Maintain the Register

Some Items are free to view or download on our web site or can also be ordered on-line



1956 Studebaker Golden Hawk Parts Catalog. 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins (add \$15.00 foreign S/H).

\$38.00

1956 Studebaker Golden Hawk Authenticity Guide. Documents most of the quirks with 30 color photos and all decals shown. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$13.00 foreign S/H)



\$22.00

DVD and CD Items PDF format, viewable with Adobe® Acrobat® Reader (included).



\$20.00



\$20.00



\$11.00



\$11.00



\$11.00

1956 Studebaker Passenger Car Manuals on DVD. (Not for TV DVD player) Contains the files that are on all three CDs plus the 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, and the 1958 Shop Manual Supplement **\$20.00**

1956 Golden Hawk Restorers Guide on DVD Contains a video version of the Authenticity Guide with many new items discussed. **\$20.00**

1956 Studebaker GH Manuals on CD Parts Catalog, Authenticity Guide, Owners Manual, Accessories Catalog, and Warner Overdrive Manual. **\$11.00**

56J ONLY Newsletters on CD Contains all the back issues of 56J Only in .PDF format. **\$11.00**

1956 Studebaker GH Production Orders CD All 4073 Production Orders for 1956 Golden Hawks, produced directly from our data base. **\$11.00**

Copy of the Original Production Order for your car. Directly from microfilm, Send serial number. **\$12.00**

Decals-Tags-

Oil Filler Cap , blue/buff	\$ 3.00
Oil Bath , yellow/black	\$ 4.00
Seat Belt , red/black/white (need 2) ea.	\$ 3.00
Generator Field Terminal Tag , red	\$ 1.50
Tachometer Sending Unit Tag , red	\$ 3.00

Club Rosters send Email or SASE (Registered owners only)

Make Checks Payable to

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Scan the QR Code with your mobile device to go to our web site.



In this Issue

- **Bill Ladroga** provides an interesting alternative for front sway bar and bushings.
- **Ray Martin & Mark James** each won first place awards at the Studebaker Drivers Club Meet in Dover DE.
- **Gary Russell** shares his procedure for changing the Ultramatic transmission pan gasket.
- **Mike Nolte** has started on his 1956 Golden Hawk project after a wait of 50 years.
- **Gary Willoughby** is starting on a complete engine refresh for his 1956 Golden Hawk (AKA GinnyHawk) .
- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice with this issue. You must respond or you will be dropped from the mailing list.
- **Do not forward email** (jokes, politics, environment, religion, etc.), to me that is unrelated to our purpose. I just can't keep up!!! All you accomplish is to provide my email address to others, including spammers who send more junk!
- **Mobile device users** can scan the QR-Code shown on the bottom of the **56J Only Club Items** section to go directly to our web site.



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For the Type "J" Personality