



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Number 086

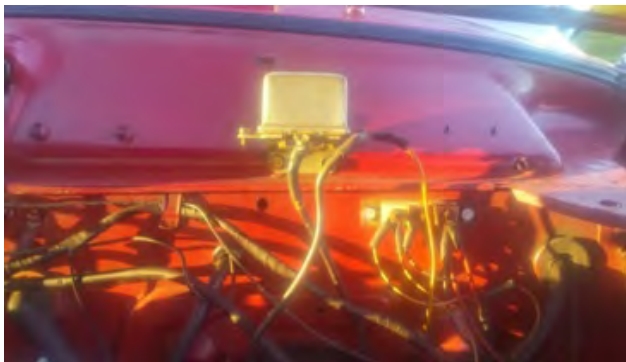
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Overdrive And Power Seats *Questions about the Relay Switch*

While working on the new 1956 Golden Hawk Authenticity Guide, I ran into some information regarding the Power Seat option.

The 1956 Shop Manual indicated cars equipped with this option had a relay mounted on the engine side of the firewall. I wrote to owner Larry Michael who sent a photo of the relay on his car Serial 6033071, which came from the factory with the Power Seat option.



This relay looked similar to Overdrive relay that was on my former car. I sent Larry a photo of that setup.

I wondered how Studebaker handled the relay mounting setup for cars equipped with the manual transmission with Overdrive and the Power Seat option.

Larry responded:

"Interesting question. My car was an automatic from the factory. In the side-by-side pictures (attached), note that your overdrive relay was mounted more toward the center of the firewall and the Power Seat relay on mine is mounted more to the right. If a car had both the overdrive and Power Seat relays, maybe they were mounted side by side??"

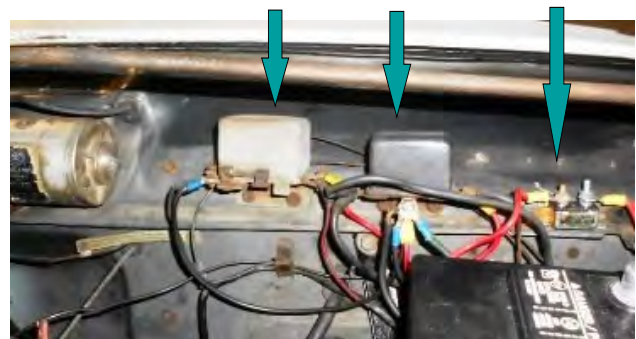
Checking my records, I found that through the years, three cars had been registered with this setup. Of those, only the car owned by K. V. Smith was still on our active register. He sent photos of the relay switches from his car Serial 6031427.

KV explained:

"My relay for the Power Seat and windows is original and my Overdrive relay is original. They have never been off the car(as far as I know-since Oct 1959)."

"I did add a wire to the OD relay to allow me to (1) release power to the relay or (2) put power to the relay to let me take the car out of OD without floor boarding the accelerator or lock the OD in or to have free wheeling at any speed. I hope I have explained myself clearly." (See the following story)

"Note the extra circuit breaker to the right which replaces the one under the backside of the firewall. I was having trouble with the headlights going off. This allows me to run power directly from the battery to the relay. I also replaced the headlight switch with a new one."



Larry's response:

"Interesting pictures and email threads. So it does turn out they were mounted side-by-side. Can't say as I ever took notice, but then again your research shows it was a rare combination."

"Also interesting to note that the wiring is different. Mine has no wires on the left terminal of the relay where his does. Some rainy day I'll have to dig out the wiring diagrams and do a little digging!"

The 1956 Shop Manual may have provided the answer for the extra wire. I wondered if the extra wires on that

relay are because KV's car also has Power Windows whereas Larry's car does not. According to the shop manual, that relay services both the Power Seat and the Power Windows. Till someone tells us something differently, we will assume this accounts for the extra wiring.

There were a total of 345 Golden Hawks equipped with the Power Seat for 1956. The breakdown shows 304 from South Bend and 41 from Los Angeles. Of that total, 25 of the Power Seat equipped cars had the manual transmission with Overdrive, 2 of which were built at the LA facility.

SERIAL	TRANS27_28	PSTEER35	PBRAKES1	PSEAT18	PWINDOW20
6030268	OD	X	X	X	X
6030507	OD	X	X	X	X
6030724	OD			X	
6030806	OD			X	
6030837	OD	X	X	X	
6031312	OD	X	X	X	
6031395	OD	X		X	
6031396	OD	X	X	X	X
6031427	OD	X	X	X	X
6031431	OD			X	
6031741	OD	X	X	X	X
6032138	OD		X	X	
6032249	OD	X	X	X	X
6032285	OD	X		X	
6032351	OD	X	X	X	X
6032459	OD		X	X	X
6032474	OD	X	X	X	X
6032776	OD	X	X	X	X
6032816	OD	X	X	X	X
6032841	OD			X	
6032898	OD	X	X	X	X
6032988	OD			X	X
6032997	OD	X		X	X
6000419	OD			X	X
6000470	OD	X	X	X	

A grand total of 11 Golden Hawks were produced with the manual transmission and Overdrive plus all four power options -- steering, brakes, seat, and windows. This makes KV's car quite special.

Overdrive Overview

By K. V. Smith

My dad had owned several Overdrive equipped cars and I got my driver's license in 1958 in a 1956 Chevrolet 210 V8 with Power-Pac with overdrive. He was sold on overdrive and so am I.

In October of 1959 my parents bought the 1956 Golden Hawk that I drove in my junior and senior years of high school and still drive.

Free wheeling, the forerunner of Overdrive, was offered by several makes of cars beginning in 1931 with Dodge. Free wheeling offered to lessen engine wear by letting the engine idle while coasting, clutch free shifting to second and third, and a slight saving of gas but was a little hard on brakes.

Borg-Warner overdrive was offered in the middle to late 1930's. Overdrive provided a higher gear for better fuel

economy while providing engine braking. It was like having a two speed rear axle ratio.

Overdrive is a planetary gear set and can be engaged for each of the three forward gears, although it is mainly used for second and third gears.

Overdrive gives better acceleration in that the rear axle ratio is lower in addition to reducing the engine RPM (thus wear) and better gas mileage. Overdrive was in its heyday in the late '40's and '50s. Ford offered it through 1972 in their trucks. GM offered it in only Chevrolet from 1955 until about 1967.

Several of the independents offered it with Studebaker probably selling the most .

Now for the fun. In the '50s, after market auto supply companies offered a kit to control the overdrive from a toggle switch. In 1962 I decided to do this myself. The switch allows me to 1-free wheel at all times, 2-drop the transmission out of overdrive without floor boarding, and 3-lock in overdrive in all three gears (*Note: You can't use reverse when locked in*).



I can start off in first gear overdrive although this is not advisable as the planetary gears are small and cannot withstand the torque. Also, I can shift through all six speeds (by flipping the switch to the lock in position then to the drop out position three times - rather tedious I might add!

Note that first overdrive gear is very close to second gear and second overdrive is close to third gear. The switch has three positions, up is used to lock in overdrive, middle is to free wheel, and down is to operate as normal with the kick down switch.

To do this the TH SW connection on the relay (passenger side of the relay) on the firewall is disconnected and extended and run to the top

connection on the toggle switch. A wire is run from the center position on the toggle switch to the TH SW connection on the relay. Finally, a ground wire is run to the lower connection on the toggle switch. See photos.



That's it, have fun.

Quality Show Cars 1956 Golden Hawks On Display

Mark James

We were in Hershey in early October with the 56J for a Preservation Award. It started raining at 10am, just as the judging began. It continued to rain to varying degrees of intensity all day.

Definitely had an effect on the size of the crowd, as it seemed smaller than the previous year. Since our paint job is very fresh, we kept the cover on the car for most of the day, so we couldn't really show it off.

Once Hershey was done we put the 56J back in the trailer and drove it 170 miles north to Monticello, NY in the Catskills. We were invited to participate in the inaugural "Art in Motion" Concours on the site of the Monticello Motor Club's private 4 mile race track.

There were ten cars in our class. We were pleased to win second place (Excellence in Class). The car that did win was exceptional and we were very proud of our 56J.

The highlight was driving the car on the racetrack! I'm almost glad the car show season slows down for winter! We went to 12 this year!

Also, if you go to www.barronpublishing.com and look at the News page, you'll see a print of a painting I commissioned of my collection (not all the cars in the print are mine!).

You will see two 56J's in the print!

Gus Daub

Just a note to let you know the 56J received the Senior award at the AACA meet in Hershey. Met Tom Alyward who has a fabulous red and white 56J. He was parked a few cars away from us. The judges asked about the exhaust tips, as they weren't familiar with them. At the time I wasn't aware of all the awards Tom had received for his car, since I had never seen the car nor met him yet that day. I sent the judge to look at the "red and white Hawk" hoping after I said it that that car would have the correct tips. Of course his car did and that issue was put to rest.

These shows are never, it seems, without rain and of course it drizzled all day at the show. We call the car the Sea Hawk. Had an almost disastrous failure as the lower radiator hose came loose as we entered the show field. Fortunately I got the car parked ASAP and I don't think I caused any damage.

Mark James was parked just up the hill from Tom and me. He covered all three of his cars with clear car covers, very neat. Tom and I just wiped them off at the end of the day and drove off. The rain was just an irritating drizzle.

Again thank you for everything during the 10 years this thing was under construction.

Authenticity Guide Update



For the past year, I've been working on an update to our 20 year old Authenticity Guide. There are some new items included that we hadn't discussed in the mid 1990s.

Besides the new additions, the major change is that it is in full color with the addition of about 175 color photos. These photos are placed on the page along with the topic being discussed. It is no longer necessary to flip back to the 30 color photos at the front of the Guide as was the case originally.

It is going to be a continual work in progress. I have uploaded it to our web site and will make any changes as necessary. Consequently, I won't be offering hard copy versions since they won't be up to date. That plus the cost of printing in color would make the price too high. You are welcome to view it, download it, and/or print it directly from the web site. Just click on *Options* and then click on *56J Authenticity Guide (PDF)* in the first column. Load time will depend on your internet connection speed, so give it a minute to finish loading.

Mail Bonding

Jimmie Facklam October 25, 2016

I just purchased another 56J Vin 6033220. The car shows 22000 miles, has 1977 Oklahoma registration in glove box, the oil stickers attached to drivers door shows 17000 in 1974. I am replacing the eng and auto with a new crate 374 and a 4spd T10 I have with the 2X4 intake I still have. The car has been inside all time since last reg in OK 1977. I have been driving my other 56J 6032095 with the Chry 318 a lot this summer. I hope to drive this last 56J to South Bend next summer.

Walter Hultzsch November 04, 2016

Sad to say, my GH 56 is still not on the road! At least because of the engine vibrations, there was no fun to drive the car. Now the engine will be restored again (with everything they could do) and hopefully it will be back in the car in January.

In the meantime I'll renew the steering gear, because of steering play without movement of the wheels.

Do you know someone who rebuilds steering gears? Or should I try to find a rebuilt TL gear? Or should I find a power steering at this point - I know the discussion, but the time now would be good for doing this!!!

Richard Atkinson January 02, 2017

I guess things have probably slowed down a whole lot on the Studebaker front, though I hope you'll continue with the 56J Register newsletter.

I've recently made an application on behalf of the Studebaker Owners Club UK to exhibit at the NEC Classic Car Show, which is held in Birmingham. We'll not know whether we've been accepted until the summer months. I've leant on 25th Anniversary of the Club, so will see if that offers any sway with the organizers. We weren't lucky last year... so maybe 2017 will be our turn!

I've also created a Facebook 'group' page for the Studebaker Owners Club UK - I've no idea if it'll be successful, but on the basis of its got to be tried to see if it'll work, or as my grandmother uses to tell me "Nothing ventured, nothing gained."

This coming weekend, Maryna and I will be attending our first Wedding Fair, in the hope of promoting the Golden Hawk as a potential car for upcoming weddings in our area. Last year, I catered for two weddings, which paid for the fabrication of a complete new exhaust system in stainless steel.

Now with the bit between my teeth, as it were, I thought I'd try and secure a couple more weddings for 2017, though would prefer not to spend all my summer weekends collecting and dropping off brides and grooms.

I've also been trying to create a website in WordPress to cater for the weddings... with varying (= limited) degrees of success! I'm sure it's all very simple and it's just me being thick.

Blue skies today, which makes a change from the fog we've had for over a week, though I'll doubt we'll get nearer to your climes until the summer months - we hope every year!



PS: I've attached a photo of our holiday in Montenegro last year.

Here We Grow Again

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

- | | |
|-------------------|---------------------------|
| 650 Bert Cheney | SN 6030690 |
| Newman Lake WA | Prev Owner Maturin Chabot |
| 651 Dan B Bailes | SN 6030751 |
| Cerritos CA | Prev Owner Bill Carlson |
| 652 Ken Knepper | SN 6031811 |
| Tulsa OK | Prev Owner Terry Case |
| 653 Mort G Huber | SN 6033168 |
| Clinton WI | Prev Owner Bill Labelle |
| 654 Erik Shostrom | SN 6800540 |
| Skara Sweden | Prev Owner Olle Wallen |
| 655 Bill Ferguson | SN 6800023 |
| Gilbert AZ | Prev Owner Terry Hatton |

* = New SN (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 four 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

229	Registered Owners
296	Cars Registered By Owners
325	*Cars Reported But Not Registered by Owner
622	Total Cars Registered plus Reported
42 Additional Cars Reported as Scrapped	
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

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!!!

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

Want Ads

Due to the dramatic increase in printing costs, Want ads are no longer printed in the newsletter. Want Ads are posted on our web site at:

www.1956GoldenHawk.com (Click on Want Ads)

Also check out our sister site at:

www.StudebakerVendors.com With links to over 150 vendors doing business on-line. If you don't know how to access the Internet *ask one of your grand kids for help!*

New Ads Since the last issue:

NONE

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

Complete Package Flash Drive. 1956 GH Restorers Guide Video plus 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog, Borg Warner Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, *56J Only* Newsletter back issues, 1956 GH Production Orders.



\$25.00

1956 Studebaker Passenger Car Manuals on Disc.

1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog, Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, *56J Only* Newsletter back issues, 1956 GH Production Orders. (Same as the Flash Drive but without the Restorers Guide Video.)



\$20.00

1956 Golden Hawk Restorers Guide on DVD

Contains a video version of the Authenticity Guide with many new items discussed. (Included on the Flash Drive) **\$20.00**



\$20.00

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 \$25.00 foreign S/H).



\$60.00

1956 Studebaker Golden Hawk Authenticity Guide.

(Original version) 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 \$16.00 foreign S/H)



\$30.00

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

Make Checks Payable to Frank Ambrogio.

Owners Roster send Email or SASE (Registered owners only)



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

In this Issue

- **Larry Michael** KV Smith and I discuss the power seat relay switch that is mounted on the engine side of the firewall.
- **K. V. Smith** provides details on an aftermarket a kit to control the Overdrive from a toggle switch. .
- **Mark James** has taken his 1956 Golden Hawk to several shows, keeping the model in the public eye,
- **Gus Daub** gives us a story that developed during the Hershey show.
- **The 56J Authenticity Guide** has undergone a major revision and is posted on our web site.
- **Jimmie Facklam** has purchased yet another 1956 Golden Hawk.
- **Walter Hultzs**ch from Germany, provides a sad update on his 1956 Golden Hawk.
- **Richard Atkinson** tells about his new Facebook page, web page, and activities with his 1956 Golden Hawk.
- T t.
- J i.
- **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!



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For the Type "J" Personality