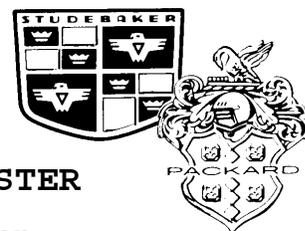


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996, 1997 Old Cars Weekly Golden Quill Award Winner

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MY 56J, THIRTEEN YEARS AND 100K MILES LATER

By Joe Hall

Having recently completed 100K miles on my 56J since I bought it and did a ground-up restoration, I thought I'd share some notes I've kept. I bought the car in late 1986 from a Priest in Nebraska. It was in inside storage since 1969, had 81K miles on it, and was 98% rust free.

I spent a year working on it before it was somewhat reliable and presentable, but until now I'm not finished. There is always something else to do; usually an upgrade to increase safety, reliability, or comfort.

I have sold and repurchased the car twice, so about 15K of the last 100K miles were driven by the other owners during the total five years they had it.

OPTIONS AUTHORIZED FOR 56J THAT I'VE ADDED

1. Windshield washer
2. Back-up lights
3. Heavy duty front coil springs (526125)
4. T85 OD transmission (trouble-free)
5. Driver's outside rear view mirror (didn't come with one)
6. "Spoke" type hubcaps (AC # 2799)
7. Power steering

UPGRADES USING STUDE PARTS BUT NOT AUTHORIZED FOR 56J

1. Latest model V8 front anti sway-bar
2. Extra leaf (longest one) in each rear spring
3. Carter AFB carburetor (better performance and economy)
4. Twin Traction, 3.31 ratio, model 44 rear axle
5. 1961 and later upper control arm pivot pin (1/2 more camber adjustment)
6. 1953 steering wheel, painted white (very similar to 56J)
8. Chrome, metal gearshift knob (the plastic repro broke)
9. Flared exhaust extensions (correct for 1957 and later)
10. PCV valve

UPGRADES USING NON STUDE PARTS

1. Clock modified with (hidden) quartz conversion

2. Radio modified with hidden FM conversion (not worth the money)
3. CD booster for ignition (makes the points last forever)
4. Wiper delay switch (hidden)
5. Radial tires (P205/75)
6. Solid state radio vibrator (much less "hum")
7. Heavy duty, gas charged shocks, front and rear
8. Air Conditioning (from junk yard parts, to include 1950s-60S era under dash unit)
9. Five core radiator (wish I'd used aluminum; since it's lighter)
10. Six blade engine fan
11. 14" auxiliary electric fan in front of AC condenser (I live in the CA desert)
12. Lightly tinted all windows (helps the AC)
13. Electric fuel pump
14. Moved gas line to cool air in front of AC condenser (stopped "coughing" at high temp with AC on)
15. 195 degrees thermostat (works best, year round)
16. 1" (vice 3/4" stock) wide plastic bows for the headliner for more "bite" on the panel edges
17. Modern 14" chrome air cleaner (lighter, cleaner, and easier to maintain)
18. 30, vice 20 amp headlight circuit breaker (no more lights off when least expected)
19. 50 amp alternator
20. Third brake light in rear window
21. Mobil '1', 100% synthetic engine oil (oil/filter changes every 10K miles)
22. STP power steering fluid (smoother and quieter than ATF)
23. Front and rear lap seat belts (wish I could install shoulder belts w/o major modification)
24. 1956 year California license plates (pure class)
27. Modern gas filters (one before and one after the fuel pump)
28. Amber bulbs in the front turn signals

MAJOR CORRECTIVE MAINTENANCE

1. Rebuilt (still have the original engine) 35K miles ago (also appeared rebuilt at about 75K miles in late 1960s).
2. Upper 'A' arm pivot pin mount holes repaired/reinforced, per S-P service bulletin #358/Oct-1960, on both sides, after left side broke. (This is factory installed on my GTs, from inside the frames.)
3. Replaced several (too many) temp gages. May install a similar, more reliable gage from NAPA.
4. Two valve jobs
5. Rocker arms resurfaced twice (due to lubrication and/or metallurgy problem)
6. Replaced water-pump about every 25K miles due to bearing failure
7. Replaced starter drive about every 20K miles, due to teeth wearing out

UPGRADES STILL IN THE "ROUND TO IT" FILE

1. Rear anti sway-bar
2. Auxiliary heater under driver's seat
3. Tandem brake master cylinder

I realize, though my 56J looks OK to most people, it is not 100% "correct". But without the upgrades, I could not have driven it as much. It has never been "shown", and would not win a trophy if it were. However, it has been shown in 18 States to millions of people during the last 100K miles. If I counted every thumbs up, AOK, wave, smile, or comment it's received as a "trophy", there would be thousands. So, to each their own, there's plenty of room for all of us in the SDC and 56J Only. I appreciate all Studes and everyone's efforts to keep these fine pieces of American art on display, in whatever form they choose.

Since 1985, Studes are the only cars I've owned. To date (knock on wood), I have not walked a single step because the 56J, or any other Stude, broke down on me in over 350K miles since then.

I'm looking forward to the next 100K miles in this 56J!

PACKARD'S TWIN ULTRAMATIC

Still in the news

This sequence of events started on April 9, 2000 when I received a note from member Gus Daub of Annandale New Jersey. Here is what Gus had to say:

You probably already know of this web site, but since I came across it today while on E-bay, I thought I'd pass it along anyway. Thanks for offering to take pictures to help me with my restoration, I'll really need them when I get going. ultramaticdynamics.com, rebuilds, sells parts, consults. Don't know any more, did look at his site.

I contacted the web site owner, Peter Fitch, to inform him of our club and to ask if he was willing to help our members. Below is Peter's reply:

Frank I'm flattered. I have helped Hawk owners already and would never turn down an Ultra. They just take a different rear leg, the rest is the same more or less. If you want to do a write-up that's OK with me. I would be happy to respond to your questions. Did a column in the club magazine on Ultras. I put one in my 55 Packard, took it back out, corrected problem, and will try again next weekend. It had a homemade shaft that had holes off center and it said "N" when you wanted reverse. Most every unit I see these days has non original patch jobs for parts. Shame, all parts are available-more or less. Try to test and work on one a month unless it's cold out in the garage.

I then wrote to Peter with a couple of questions. Here is what he had to say:

Q. How do you feel about adding a transmission cooler. If added, would it be better to bypass the radiator completely, or place the cooler in the flow?

A. I really don't advise them because it indicates a hot engine that is not cooling properly and it's money wasted to rebuild a trans that will just get cooked again. They don't seem to take out that much heat either and look non-original.

Q. What type of transmission fluid do you recommend? What do you think about synthetic transmission fluid (Amsoil).

A. I use Dexron III as it is widely avail, some like Type F, and if I had a rebuilt unit that didn't leak, I would try the Amsoil for \$75 case. It is thin as water, but can really take the heat. Basically, heat kills all transmissions and anything is better than original Type A (mineral oil and whale oil).

Special thanks to Gus Daub for bringing this great new resource to our attention. Peter has a great web site with tons of information. If you need help with your Ultramatic, you can reach Peter Fitch at: Ultramatic Dynamics, 13000 Mill Road, Fredericksburg Virginia 22407-2224, Tel: 800-981-1955, Email: PackardP@aol.com Web site: <http://www.ultramaticdynamics.com>

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HEADLINER BOWS, HOODS

Information on some new items

Former member Myron McDonald of Aurora MO has had the plastic headliner bows reproduced. These are used on 1956 Golden and Sky Hawks. He sent a set to me, and they snapped right into the metal channel. This is a great addition to the products available for our cars. See Myron's ad in this issue for more information.

Member Dwayne Jacobson is checking into having our hoods reproduced in fiberglass, if there is enough interest. See his ad for more information.

I hope to also be able to set up our annual dinner in Madison. Check the bulletin board at the meet.

PS, I LOVE YOU by Frank Ambrogio *Power steering makes it easy.*

I purchased my second 1956 Golden Hawk on January 22, 1987 from Mason Maynard of Illinois. With 3sp/OD transmission, dual four barrel carburetor setup, dual point Mallory distributor, Iskenderian solid lifter cam, polished and ported heads by C-T Automotive, and 2-1/4" exhaust, the Mocha & Snowcap White monster was a real piece of work.

Upon driving it for the first time, however, I decided that the car definitely needed power steering. Maneuvering in traffic and parking lots, was difficult, and the addition of radial tires only compounded the problem.

I immediately began my quest to add power steering to this beast. I felt I could trade a little horsepower for additional turning power. The good news is that, I completed the project on March 24th. The bad news is that 13 years elapsed from purchase to project completion.

The biggest problem proved to be finding the steering post jacket and the two shifter rods. None of the vendors I contacted had either item. Through the years, I accumulated virtually everything else, but these two items were nowhere on the planet. Everyone suggested that I find a parts car and take the items from it. Great idea! The problem is that these items were unique to 1956 Golden Hawks with P/S and manual transmission. Only 192 cars were produced with this combination, so finding a parts car donor was next to impossible.

In late 1998, member Bob Light informed me that he had such a car, and was willing to sell me the entire power steering setup. He wouldn't be able to remove everything until the spring of 1999. After waiting for 12 years, I told him I could wait 5 months.

Come spring, Bob informed me that he was having a cash flow problem and needed to sell all his Studebakers. He promised that I could still have the P/S. Fellow member, Yvon Beaudry, of Quebec, needed some of the items Bob had, so I put the two of them in touch and never heard anything else till later that summer.

Then, during a conversation with member Jack Nordstrom of Texas, Jack informed me that Bob had sold everything, but that the purchaser was supposed to sell me the PS items. I wrote to Bob who revealed that he sold the parts car to Yvon, with the stipulation that I was to get the PS parts. A note to Yvon produced nothing and I got the feeling that yet another year was about to slip by with no progress.

I was ready to accept another setback, when about two months later, Yvon replied, with apologies for taking so long to respond. We made arrangements to meet at the swap meet at Reedsville PA in November. We met at Reedsville, made the exchange, and finally, I had everything I needed, ALMOST. Bob had previously told me that a former owner had put a floor shift in the car, so the two shifter rods, that I so desperately needed, were no longer there.

I turned my attention to the Studebaker Drivers Club. Turning Wheels Almanac Editor, Richard Quinn, of Illinois came to the rescue. Richard sent me the engineering drawings for the two rods, but getting them made was going to be expensive. 1956 Golden Hawk club member Jim Bella of Indiana, had checked on this and the cost would have been over \$200 for each rod.

Now the focus shifted to our Orlando Area Chapter. Member Jeff Elliot told me that member Marion White's brother, Bob was pretty handy at all sort of things. I thought, perhaps he could make the rods for me. I contacted him, and he took on the project. In about a month, Bob called me to come and pick up the two rods. I made the 3/4 mile trip and paid him \$100.00 for the pair of rods. The price included my senior citizen discount. Now I finally had everything I needed, ALMOST. Now I only lacked the ability to do the job.

Time for family to enter the picture. In late March, Anita's brother Bob, and his wife made their annual visit from Michigan. Bob had told me, several times, he could do the job if I got the parts. So, on Thursday afternoon we got started. We completed most of the job by 11:00 pm and finished up on Friday morning.

I put on the power steering pump that 1956 Golden Hawk club member Doug Jackman of Iowa had rebuilt for me, and filled the pump reservoir with automatic transmission fluid. We started the car, still on jack stands, and I turned the steering wheel

back and forth several times to bleed the lines. We then lowered the front end of the car and 58% of the car's 3500 pounds settled on the front wheels. I was ready for the final test.

I was about to experience the result of a cooperative effort that spanned two countries, and involved several car clubs, family and friends. I glanced toward the heavens, blinked once or twice, said a silent prayer, got a firm grip on the steering wheel, and slowly gave it a turn to the left. The satisfied look on my face told Bob that all was right with the world. After 13 years, I could turn the steering wheel without grunting.

Even today, after all those years of fighting the steering wheel, I am pleasantly surprised when I turn the wheel the first time after I start the car. Just backing out of the garage is fun.

I've always enjoyed driving this car, but now, every time I turn the steering wheel, all I can think of is, *PS I love you.*

2000 FRIENDS OF THE "T"

Note: A group called the Piquette Plant Preservation Project is working on trying to purchase and restore the old Ford plant in Detroit Michigan. This plant was the birth place of the Model T. It also was used by Studebaker after Ford vacated the building. I made a donation to the project on behalf of our club and sent a note to the project coordinator, Jerald A. Mitchell. His reply follows:

Jerald A. Mitchell, Ph.D. 3/21/00
Dept of Anatomy & Cell Biology
Wayne State Univ School of Medicine
540 East Canfield Ave, Room 7105
Detroit, MI 48201 USA
Voice: 313/577-1526
Fax : 313/577-3125
Email: jmitchel@med.wayne.edu

Thank you for your donation to *2000 Friends of the T* and your interest in the *Piquette Plant Preservation Project*. An up-date of our progress will be on our web site shortly. As you apparently know, Studebaker purchased the Piquette Avenue Plant and eventually built an Albert Kahn designed building adjacent to it. We definitely plan to note the Studebaker phase of the building's history in our exhibits. Perhaps at a future time you can direct us to sources of information.

We urgently need contributions to our *2000 Friends of the T* Campaign so we can start restoration of the building. Please call our Campaign and project to the attention of anyone you think might be interested.

Please keep in touch and thank you again for your donation and interest.

THE MAILBAG

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

(Edited as required.)

BILL LADROGA SARASOTA FLORIDA
January 31 2000

The February 2000 issue of the 56J Only Newsletter came today. I thought that I would write to you to follow up on what happened with my vibration damper problem.

After we removed the vibration damper from Tom Kaiser's 56J engine, we found that it was comprised of TWO cast iron parts. The first was the generator-water pump one-sheave pulley closest to the engine, and the second was another cast iron two-sheave pulley on the outside. The outer pulley had a pin in it that fit into the crankshaft keyway in the inner pulley to keep it from rotating. The crankshaft center bolt was longer than the original bolt to make up for the added length of the two-sheave cast iron outer pulley. Under the bolt was a large lock washer instead of the thick flat washer that is shown in the parts book. I can't tell you where this setup came from, but I now have a extra unused pulley sheave on the engine since only the power steering pump belt goes into the inner sheave on the cast iron outer pulley. We had to use a pulley puller to remove these pulleys from Tom's engine. The rubber in the damper section was in fine condition.

When I took off the pulleys on my engine, I found that the inner pulley was the same cast iron pulley with the vibration damper on it, just like the one that I got from Tom, but the outer single-sheave pulley for the power steering pump was made of stamped sheet metal. The rubber on the inner pulley vibration damper was also in fine condition. So much for the bad damper theory! The center bolt on my engine had the thick flat washer; this was the culprit that kept loosening up every year. The stamped sheet metal outer power steering pump pulley has three "dimples" in that fit over three "nipples" cast into the inner pulley. You could see where the two were rubbing together when the bolt loosened because all the mating surfaces were fretted and shiny. There were some small surface cracks on the fretted surfaces and a fretted metal fatigue failure was inevitable. It was the clanging of the stamped outer pulley against the cast iron pulley that sounded like a bad water pump.

We took off the original pair of pulleys on my engine with a pulley puller, but when I put on Tom Kaiser's pair, they slipped on



just as slick as whistle with just a little tunking with a rubber mallet, probably because I sanded the bores lightly and lubricated them. The crankshaft keys in both engines were in good condition. We tightened the bejeebers of the new combination and I haven't had a problem since. The engine doesn't seem to run any smoother because of the added weight of the two-sheave cast iron outer pulley, but it certainly doesn't make any noise.

Incidentally, I replaced the radiator core with a four tube core instead the original three core. Guess what? It didn't make any difference, the engine still runs hot! I have a feeling that I should have pulled out the core plugs and really scrubbed out the engine cores. Ah well, another project someday.

Thanks for another good issue of the Newsletter. I like Brent Hagen's fix for the Ultramatic fluid regurgitation problem (that's more polite than puke!) I'm also glad to see so many new members signing up, but the work must be piling up for you!

ROSCOE STELFORD HAMPSHIRE ILLINOIS

February 1 2000

There has been much discussion in recent issues about the vibration damper. I don't want to offend anyone, but in the interest of information exchange, I'd like to offer a couple of my observations.

It has been my experience that there is no rubber that can be squeezed out of the damper when the bolt is tightened. The rubber is between the timing ring and the pulley. The bolt is steel to steel.

Also, the pulley that drives the w/pump and generator should not have enough pressure exerted on the pulley to loosen it. All of the force should be taken by the key on the crankshaft.

PAM AND DOUG JACKMAN MUSCATINE IOWA

February 2 2000

Greetings from the frozen Heartland! Not very many Fahrenheits out today, but we're surviving. I'm still trying to find instructions for mounting the factory seat belts in our 56J. My correspondence in that regard started with Dave Mottle, who responded quickly but couldn't help. He did, however, forward my request to Brent Hagen who networked with Gary Capwell, but to no avail. So, if you would mention this in the next "56J Only" I would appreciate it (yes, I just got the latest edition. What timing!). Also, I'm trying to install the door-mounted mirror on our 56J and am not sure just where to place it. Could you send me the mounting dimensions from your car(s) - the distance from the front edge

of the door to the leading point of the mirror base, and the distance from the top of the door to the side of the mirror base? I know it doesn't have to be exact, and that information would at least allow me to mount the mirror. Thanks!

NOTE: Doug followed up with more information in a letter dated 2-4-00.

Just wanted you to know that I've heard from Ken Berry - he does have the instruction sheet (11 x 14) for the seat belts and will mail me a copy Monday 2/7. Wow, is this internet neat! I hope he remembers to send the original to you, but we didn't talk about that.

Also, Pam and I will be visiting daughter Jill in Graham, Texas the end of February. Turns out it's not that far from Ken's home in Round Rock - at least in Texas terms. Three hundred miles is just a short hop to those folks. So who knows, we may see them there. Ken said they will definitely be at Madison, so there will be two red and white 56Js present. Gee, and I thought the color scheme was unique!

Thanks again for pointing me in the right direction. Sure seems we have a great network established.

GARY CAPWELL KEIZER OREGON

February 29 2000

Here is some interchange information for the Ultramatic transmission!

New type double lip neoprene spring loaded seals, make it quit leaking!

Stude# 6470205 - front seal - Skf CR-21134

#6470203 - rear seal - FM 471829

(use two as they will fit) for the side control shaft seals use one each; Skf CR-5569 and Skf CR-3683. These have been installed in my Ultra for three years and still don't leak! Even though the front bushing needs to be replaced.

The 2 rear seals will easily fit in place of the one old felt rear seal, I installed the inner one all the way in and the outer one flush with the end of the housing as the old one appeared! The car is still a long ways from being perfect, but does look good and runs out nice!

TOM BORDERS PINEVILLE WEST VIRGINIA

March 3 2000

First, thank you for your help in getting the right paint for my car #6800147. Auto Body Paint Supply, Beckley WV, 304-253-8373 mixed a perfect match for me. PPG acrylic enamel Mocha & Doeskin, so now they have a formula on hand. Also, thanks for the fender trim.

Now here is what I found out about my car when I removed the paint. Car was gray primer all over, first. Then it gets all mixed up, so here goes what I found. Top primer, Doeskin, Mocha. Main body primer, Mocha inside and outside including under fins and around trunk lid, rear quarters doors, and front fenders, door jambs, floors, everything. Then fins and trunk lid primer, then doeskin with Mocha in insert on trunk lid.

Above stainless then painted Doeskin to end up with late paint, Mocha top, Doeskin center, Mocha bottom. Also found extra hole under check mark trim which fits Sky Hawk check trim I had. I think car started out Sky Hawk, Mocha with Doeskin top. Firewall and inner fenders, Doeskin. Car had been repainted all black when I got it.

The date was for early paint job 12-5-55 through 12-20-55. So what do you think it should be repainted, body #215, serial #6800142. On right firewall is marked X1849. Also, unit #79, so it is an early one. Also, wheels are Mocha.

Car was wrecked when I got it with only left front fender with car. I replaced hood, right fender, grill, and everything else up front. I now have it almost ready for paint after fitting it all together. I still need right front fender extension. Please put that in parts wanted.

JIMMIE FACKLAM LENEXA KANSAS
March 3 2000

I just returned from the Studebaker Swap meet in York PA. As you might guess, I purchased another 1956 GH from Chuck Naugle in Tucson AZ. This brings me up to four now. The ID# on this one is 6800251. I haven't picked it up yet. Will try to get to Tuscon this spring.

While at York, I met Bill Hunt from Illinois and traded him one of the dual fours I had for an air cleaner. His two GHs will probably both have dual fours now. I still have 3 complete "dual fours" left.

On the way home, I stopped at Ed Pamses, Ohio, to see the 2 GHs he has for sale. He has ID 6031974, all maroon in color that has been in a barn for 30 years. He has since sold this car to someone in Columbus OH.

The other car, he still has is ID 6030517, Air Force Blue and Snowcap White. Has 45,000 actual miles, no rust, wire wheel caps, automatic, and runs. All the chrome is off, but in the trunk. It has a light blue original headliner in it. He wants \$4500 for it. His phone # is 330-769-3793. He said it was OK to advertise it if anyone is interested. This car also has seat belts and the upholstery is original and presentable.

I thought you might also be interested to know that one vendor at York was selling a pair of NOS check marks for \$400.

JIM & JAN BELLA NORTH LIBERTY IN
March 8 2000

You're not going to believe this, but I was about to email you a few days before your letter arrived regarding the shift rods. My email was to tell you about some good and some not so good news here.

First the "not so good" news: Still haven't turned a wrench on our 56J since 1997. but have every intention to have it on the road for Studebaker Homecoming Year 2002. I have amassed all required parts; most NOS, some re-built and even a few new manufactured to original Studebaker drawings. I keep trying to convince myself all the hard work is done. I just need to paint it and put it together.

Now for the "good" news: After the 97 SDC meet in South Bend it quickly became apparent the Lycro Products shift rod proposal was not going to fly. I then turned to two local business acquaintances for help. These guys own a vintage race car restoration business with clients from all around the globe. The engineering and mechanical abilities of their organization is simply beyond comprehension. They routinely design and build components for one-of-a-kind racers without the old parts or drawings for reference. I approached them with my 56J dilemma with nothing to lose except time and money. My dilemma of course, was to make a set of 1540209 & 1540211 shift rods and convert my 56J automatic w/P.S. steering post jacket to a 3-speed w/P.S. After a lot of arm twisting, they finally agreed to take on my project. I believe having copies of the shift rod and steering post jacket drawings played a big part in their decision. I was able to negotiate a not-to-exceed dollar figure, but under the condition that there are no time constraints. In other words, when they found the time they'd work on it!

Last November when I stopped by just to say hi (of course), they gave me some good news. If all went well they hoped to have everything completed in a few months. During January and again last month, fellow 56Jer, Luther Jackson called me about borrowing the shift rod drawings. His calls were just enough to prompt me to make another visit. This time, low and behold they had everything done! I can truly say both time and money were well spent. Not only was I getting my shift rods and a 3-speed steering post, they were including a step-by-step written procedure for converting the steering posts and a re-forming check fixture for the shift rods. What a deal! After the customary exchange of green stuff, they escorted me

to the door as they cordially explained their lack of interest in doing any more work of this sort.

So here I was all poised to tell you about my good fortune when your letter arrived telling me about yours. I have attached a few pictures for your viewing pleasure. Hope to see you again at the SDC Meet this June, if not sooner.

BOB EDWARDS JACKSONVILLE FLORIDA
March 8 2000

I thought I read somewhere that the Upper Radiator hose for our Hawk was very hard to locate. I found one at "Discount Auto Stores" that does not require cutting, simply install. Their Part No. is 12205 (1-1/2" I.D. X 20-1/2" L) This is a good part number as I purchased one yesterday for Nollie Hinton's newly acquired 56 GH.

The description of the hose is: FLEXIBLE RADIATOR HOSE and the Bar code numbers are: 38244 12205. Cost was under \$8.00. If everybody runs out and buys one maybe they will make more so it won't be discontinued.

BILL GLASS VALHALLA NEW YORK
February 1, 2000
Subject: Re: Rocker Arm Mystery

There has been a discussion about the oil pressure in 352 engines and the valve noise and ad nausea. Tonight to show folks that there has been no problem with my car I pulled the rocker arm assembly. I discovered there are TWO types of arms with the same part number. Were you aware of this and did I miss something in the 56J ONLY newsletters? I knew about the push rods having been changed mid year, but this is weird.

Today I even found another variation, the ones with no machined shoulder, also have another difference, some have holes drilled in the tops of the piece that goes over the push rod, and others do not.

I am now questioning a possibility that some of the valve noise, tappet noise etc., might be caused by these different styles of arms. The arms with the shoulders (machined) show absolutely no wear, the ones with just a receptacle for the rod show more wear, but much less wear than those with the holes in the tops.

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.**

311 Glen Nickerson 204 W. Apache Way

Cochise Az 85606 520-826-3978
email skyhook@vtc.net

312 Gus Daub 4 Lexington Rd.
Annandale NJ 08801 908-735-5182

313 Walter Helms 396 Gadsden Rd.
Humboldt TN 38343 901-668-3947

314 Peter Phillips P. O. Box 371
Ector TX 75439 903-961-2034
Email pphillips@netexas.net

315 Harry Holmquist 671 Townsend Sackmad RD
Colville WA 99114 509-684-5519
Email Harry.Holmquist@alcoa.com

316 Nollie Hinton 1129 Old Dixie Hwy
Callahan FL 32011 904-879-6047
Email nollieh@aol.com

317 George Dalton POB 515
Wolfforth TX 79382 806-885-2272
Email geodalton@juno.com

318 Robert Whitaker 2810 E Desert Cove Ave.
Phoenix AZ 85028-2620 602-992-7304
Email whitakr@futureone.com

319 Kevin Edwards 1726 Linwood Rd.
Watertown TN 37087 615-237-9098
Email Kevin_Edwards@email.msn.com

320 Veronica Kavorkian 8503 Turnside Dr
Louisville KY 40242 502-339-9967
Email drveronica@home.com

321 Bob Secor PO Box 403
Orick CA 95555 707-488-3235
Email studebob_2000@yahoo.com

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, rust free, new Gold & White colored paint, 68,000 actual miles, few extra parts, asking \$8000.00. Bill Hare, 5118 Camp Lane, Amarillo Texas 79110, ph 806-352-8578.

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, 31,500 miles, yellowstone/snow cap white. California car, rust free, ultramatic. Pictured in turning wheels November 1997 Pg. 27 \$11,500 Dan Pinckert Goshen, In. Phone 219-534-9453

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: 480-641-5994.

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.

1956 Sky Hawk and Golden Hawk headliner trim bows now available!! One set consisting of 3 pieces with ends tapered. \$110.00 per set (includes shipping). Contact Myron McDonald at 417-678-4466 or 417-678-2631, email pmeyer@hdnet.k12.mo.us

Motor Mounts for the Packard Engine on the '56 Golden Hawk, \$125.00 a pair, plus your old mounts or send an additional \$125.00 for core charge. Ken Berry, 2206 Live Oak Circle, Round Rock, Texas 78681.

Rebuilt 56 Golden Hawk fuel pumps, both Carter and AC Delco, \$75 exchange (I must have your old fuel pump, or a \$50 core charge). Add \$10 for shipping. Gary Capwell 1008 Alder Dr.N.E., Keizer, Ore.97303, Phone (503)390-4588 Email mocha56j@aol.com (01/00).

56J water pumps \$65 +\$10 ship. Core deposit of \$45. Have one new set of Federal Mogul .010 Packard rod bearings (hard to come by) for \$150. Brent Hagen 6220 SE 55th Portland, OR 97206-6800 Phone (503)771-0604 or (503)335-5096 after 2 pm pacific or e-mail me: Brent.Hagen@orport.ang.af.mil (12/99).

Transmission Puke kit-II: Stop that fluid from belching out the dip stick tube on start up, for those who would rather have someone else make it for them. \$5 ppd. Mail check to Brent Hagen, 6220 SE 55th, Portland, OR 97206-6800

1955 Packard engine and transmission for sale. Mounted on a stand \$4000. Dave Freeberg, 402-289-2716 (Nebraska).

'55 &'56 Packard/56J high performance engine parts for sale. Collection of mostly nos Packard/Iskenderian racing/street and high performance engine parts. Prefer to sell collection as a whole. For list send S.A.S.E. to: Brent Hagen, 6220 SE 55th, Portland, OR 97206-6800.

I have the following GH parts for sale. I recently got a complete set of body moldings for the 56J. I would be willing to sell them. The set includes, wheel openings, check moldings, stainless and lower outer rocker moldings. I also have an NOS dual 4 barrel carburetor air cleaner for the Packard V-8. Dwayne Jacobson, 1817 Miller Court, Stevens Point, WI 54481. Phone 715-341-9470 and e-mail studebaker@g2a.net (02/00).

1956 J reproduction fiberglass hoods may be available if enough interest is shown. The approximate cost would be \$375 to \$400. The workmanship on the hood would be excellent. Would like to order 5 hoods to get the project off to a start. Dwayne Jacobson, 1817 Miller Court, Stevens Point, WI 54481. Phone 715-341-9470 and e-mail studebaker@g2a.net (02/00).

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.

www.studebakervendors.com is the place where customers and vendors meet. Forget the phone, the mail and the SASE. All the major vendors are listed on Studebaker Vendors. Just point, click, and view. Most vendors have Email, and many have on-line shopping carts. Studebaker Vendors, your one stop shopping mall.

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

HIGH PERFORMANCE Reproduction Parts & Accessories. Lionel Stone Studebaker, 4476 Matilija Avenue, Sherman Oaks CA 91423, 818-990-8916 phone/fax. See our web page: www.studebakervendors.com/lstone.htm

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.

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

NEW & USED Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts. Stephen Allen's Auto, 520 N. W. 55th Street, Gainesville Florida 32607, 352-472-9369. www.studebakervendors.com/saa.htm

STAINLESS STEEL EXHAUSTS available for 1956 Golden Hawks, standard size or 2-1/4" diameter. Stainless Steel OEM style mufflers for above systems, quiet or loud tone also available. Silvertone Exhaust Systems, 118 Culloden Rd., Ingersoll Ontario Canada N5C 3R1, D. Simmons 519-485-1966, Mon. - Fri. 9 a.m. - 8 p.m. EST. See our web site at: www.studebakervendors.com/silverto.htm

UPHOLSTERY, HEADLINERS, TRUNK MATS for 1956 Golden Hawks. Do this part of your restoration right, too. Rene & Bonita Harger, Phantom Auto Works, 311 E. Anderson Ave., Knoxville TN 37917, 865-525-6025. www.studebakervendors.com/phantom.htm

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.

WANTED

Wanted, Power Window Switch and bezel (double switch) for 1956 Golden Hawk. Billie Andres 616-679-5894 (work) 616-679-4577 (home) (3/00).

Wanted, right front fender extension. Tom Borders, PO Box 830, Pineville WV 24874-0830 (03/00).

Wanted: All Chrome trim and aluminum lower door/fender moldings, dual 4 barrel carb intake. Randy Nesselrodt, Tel. 1-800-289-2445 (12/99).

Wanted: I'm in search of a 2-4 barrel intake manifold for my golden hawk. Doug Crall, 16612 Jamestown Forest Dr., Florissant, MO 63034, (314) 355-9951, email ccrall@aol.com

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.

Lower aluminum trim moldings above the rocker panels for driver side rear quarter and passenger side front fender. Stanley C.

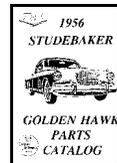
Krohn, 206-938-8204 (home), or send FAX to me at 206-938-2326.

56J CLUB ITEMS

ALL PROCEEDS HELP MAINTAIN THE CLUB

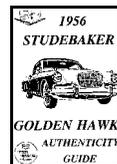
MANUALS

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. Hardbound catalog is 3 hole punched and comes in a loose leaf folder with a color cover insert. Softbound catalog has a plastic spiral binding. Indicate Hardbound or Softbound \$25.00.



56GH PARTS CATALOG UPDATE #1 (included in above) \$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).

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IN THIS ISSUE

JOE HALL REPORTS ON HIS 100,000 MILE CAR.

GUS DAUB FINDS A GREAT NEW RESOURCE TO HELP WITH TWIN ULTRAMATIC TRANSMISSION PROBLEMS

MYRON MCDONALD HAS REPRODUCED THE PLASTIC HEADLINER BOWS.

DWAYNE JACOBSON IS CHECKING INTO REPRODUCING HOODS IN FIBERGLASS.

PIQUETTE PLANT PRESERVATION PROJECT IS TRYING TO SAVE THE BIRTHPLACE OF THE MODEL T, A BUILDING WHICH WAS USED BY STUDEBAKER.

BILL LADROGA HAS AN UPDATE ON THE VIBRATION DAMPER EPISODE.

ROSCOE STELFORD OFFERS A FEW OBSERVATIONS ON THE VIBRATION DAMPER.

JIM BELLA CONVERTED AN AUTOMATIC TRANSMISSION STEERING POST JACKET SO IT WILL WORK ON A 3-SPD/OD TRANSMISSION WITH POWER STEERING.

BOB EDWARDS HAS FOUND RADIATOR HOSE INTERCHANGES AT DISCOUNT AUTO PARTS.

BILL GLASS HAS UPDATED INFORMATION ON THE PUSH RODS AND ROCKER ARMS.

1956



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