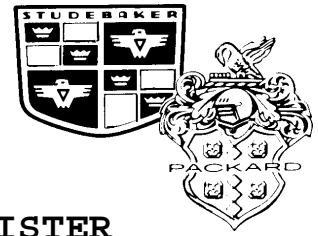


# 56J ONLY



## THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

NUMBER 037

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OCTOBER 2000

## THE 1956 GOLDEN HAWK - SUPERCHARGED MODEL

Information submitted by Brent Hagen

One of the most frequently asked questions is, "does it have a supercharger?" Of course, for 1957 and 1958, the answer is yes. Those models were equipped with Studebaker's venerable 289 CID V-8 which included the McCulloch supercharger. The 1956 Golden Hawk with the 352 CID Packard V-8 did not come from the factory with a supercharger.

A supercharger was available from McCulloch for the 1956 Golden Hawk with the Packard V-8. The photo above was submitted by member Brent Hagen of Portland, Oregon. With the fan shroud removed, the photo offers a good view of the installation.

This car appears to be one of the rare manual transmission with overdrive units with power steering. You can see the overdrive relay located on the cowl, to the right of the windshield wiper motor.

The power steering reservoir and pulley are on the right side just beyond the fan blade and peeking over the top of the supercharger pulley. It appears that the oil filler tube is slanted to the side and the oil filter canister, if present, is not visible at all. The oil bath is gone, but the carburetor appears to be the standard Carter WCFB 4 barrel. There appears to be a different arrangement for the water pump manifold (you can see the outline on the front of the cylinder head) and the generator adjustment arm. Everything else appears to be pretty much standard.

According to a price list that Brent sent, the supercharger kit for the 1956 Golden Hawk cost \$318.75. The distributor for Oregon and Washington was Jim

Flanagan's Automotive, Sales and Installation - McCulloch Superchargers, 1802 S. E. 7th Avenue, Portland 14, Oregon.

According to the McCulloch literature, the supercharger caused a 40% boost, kicking the 352 CID Packard V-8 from 275 HP to an astounding 385 HP. All this in a car that was already rated 2nd, only to the Desoto Adventurer, in horsepower per pound ratio for all cars in 1956 in stock form.



To learn more about McCulloch superchargers, take a look at Jim Moody's great McCulloch supercharger web site at <http://www.superscope.fsnet.co.uk>

Jim Moody and member Luther Jackson also provided a drawing of the supercharger installation kit components and an accompanying parts listing. There are about 40 parts, including the hoses, brackets, clamps, spacers, etc., required to make up the unit.

It is too bad the photo didn't show a little more of the cowl on the passenger side. If it had, we could have gotten the body number and identified the serial number of this particular car. Brent thinks it is a Los Angeles 56J. I checked the production orders, and came up with 12 cars which had the accessories which we could identify from the photo. I gave him all the serial numbers for all the cars equipped as shown, and he is currently investigating.

Brent thinks the car is the same one that was recently sold by former member Bob Light. That car does not have a supercharger on it now. He was able to find

the names of some of the previous owners, but as yet, hasn't heard from any of them.

## **WHERE IS MCCULLOCH NOW?**

**JIM MOODY** has an update on this and on his web site

When the Granatelli brothers split Paxton and sold off the supercharger division in 1998, the new owners of the supercharger division stopped all support for the McCullochs. I believe Craig Conely of Paradise Wheels in LA bought some stock of repair kits and literature (he does rebuilds if any of you Studebaker guys are interested). The rest of the stock was destroyed, and I've heard that Paxton staff were under threat of dismissal if they removed any stock prior to it being destroyed, although that could be an urban myth.

I'm going to avoid contacting Paxton just in case they still are a bit anti McCulloch - particularly when most of my material on the web site is (or will be) derived from McCulloch literature. Similarly I'm not going to print authorship of any of the Photos I'm running - could cause problems, and the point of the site is to provide information for those people who want it but cannot find it (like me in the past). If I get chased up I would prefer to take all the blame rather than put other people in the sh\*\*t. They probably wouldn't bother but you never know.

I will however, put a link to your site, once I get the links page sorted out. It's a good site. In fact it's about time I started the links page.

I've already got a few pages of my site up and running so please do have a look. There are a lot of photos on some of the pages so it may download slowly. Their may be a few bugs as well. If you find any let me know. I would appreciate it if you could find the time to have a quick look at the McCulloch history. It's been cobbled together from various sources, and it would be nice to get it verified. I've got some people checking the Ford and early 30's superchargers stuff, but I could do with a check of the Packard/Studebaker stuff.

The whole site is under ongoing development, and will take quite a few months to complete (at a page or two a week) so don't judge it completely on what's there, however any criticisms, constructive or destructive, are welcome. I hope to include some decent Packard/Studebaker in the future - hopefully I can persuade someone to perhaps contribute.

Feel free to pass the URL around, if anyone is interested. The site is <http://www.superscope.fsnet.co.uk>

Thanks for the help you've given with regards to this photo. I would love to have a copy of the book you mentioned - might be some good material for the site there.

## **REPRODUCTION HEADLINER BOWS**

**Reproductions are now available**

I didn't have much room in the last newsletter to explain that former member Myron McDonald of Aurora MO has been successful in reproducing the plastic headliner bows. These will fit both the 1956 Golden and Sky Hawk models.

Myron called me earlier this year to let me know that he was embarking on the project and to ask a few questions. I went out in the garage and looked at both of my cars. He said he would let me know when they were ready. I had the chance to see the finished product at the International SDC meet in Madison WI. They are about as close to perfect as you can expect.

If you are in the market for new plastic bows for your headliner, see Myron's ad in the classified section, and on the web site. Thanks to Myron for taking on this needed project, and for doing such a great job.

## **1956 UNITED STATES AUTO CLUB STOCK CAR RACES.**

**Non Member, Bob Coolidge is planning a web site dealing with racing and Studebaker**

- 02-19-56 Saugus, Calif Danny Hawk 1956 Studebaker Golden Hawk
- 03-04-56 Clovis, Calif Danny Hawk 1956 SGH
- 04-22-56 Vallejo, Calif Danny Hawk 1956 SGH
- 11-04-56 Paramount Ranch, Calif Dick Rathmann, 1956 SGH

The finishing order for these races was not listed. Danny Hawk was from Downey, Calif. There was another Studebaker stock car racer from Downey, named Danny Weinberg. I have attempted to reach him with no success yet. Dick Rathmann died this January in Melbourne, Fla. I had several visits with him last year, however I did not know then that he had raced a GH and he did not mention it. He was Jim Rathmann's older brother. Dick raced NASCAR full time 1951-1955 mostly in Hudsons. Then raced Indy 500 9 times plus USAC stocks and USAC big cars.

There were several other 1956 Studebaker entrants but the model was not identified. A man named Delmer Desch from Colorado Springs, Colorado finished 11/14 in the Pikes Peak Hill Climb that year driving a 1956 Studebaker.

The Paramount Ranch race was a road course built over the Paramount Studio outdoor property in the San Fernando Valley northwest of Los Angeles. Any questions please contact me.  
(Note: This message arrived via Email. You can reach Bob at: TrnstrTrk@aol.com)

## **WEB SITE CONTINUES TO PRODUCE**

*Many new members have registered on-line*

Since the web site went into operation in mid 1999, we have had a large boost in our membership. People have been finding us through search engines, and links from other web sites. The result has been much better than I ever anticipated. The online registration form works great. Because we don't require dues, a person can take care of membership in just a few minutes.

A new member can complete the form, submit it, and be added to the mailing list on the same day. I usually get a newsletter and some other information out to the new member the next day. The purchase of a new, more modern, computer in February 1999 allowed me to get online. My old computer, purchased in 1992 had a mere 4 megabytes of memory and ran at 40 megahertz. The new one (already outdated) has 64 megabytes and runs at 350 megahertz. Even if you don't know about computers, you can tell by the numbers that the difference is significant.

After fumbling my way around for a few months, I decided to get into this web site phenomenon and nothing has been the same since. It has certainly kept me busy, but it has been a great learning experience.

## **HOOD POPS - STAYS PUT**

*Security latch does the job*

Back in issue 026, member Richard Kaufman wondered why any extra precautions were necessary to keep the hood from flying up. He reasoned that the hood safety latch should do the job.

I can tell you from experience, that he has a point. I was driving my car one Sunday morning along Interstate 4 just North of Orlando. The speedometer reading was 70 MPH, which probably translated to about 65 MPH. Suddenly, I noticed the hood bouncing up and down about 2 inches.

This has happened to me before, on both of my cars, at speeds ranging from 20 to 55 MPH, but this is the fastest I was ever going. I can't say for certain that it wasn't already ajar, but normally I can tell. I believe it just popped loose while I was accelerating, and thankfully, the safety catch did its job. I'm inclined to agree with Richard that maybe too much has been made of this problem. On the other hand, I've seen many hoods with bent corners.

Probably, the problem was more prevalent before Studebaker redesigned the hood catch mechanism. This change was discussed in issue 024 and notice was given through Service Bulletin 314. The change was implemented with serial # 6032692 and 6800250. Probably, many cars were retrofitted with the change. Does anyone else have any experience to relate concerning this?

## **ANOTHER DINNER SUCCESS**

*Great turnout in Madison*

Approximately 30 members participated in the 4th annual 56J dinner in Madison. This time we met at Houlihans which was across the street from the meet hotel. The staff was very cordial and handled everything in a professional manner. The room, as it turned out, was barely adequate as attendance was better than I had expected.

During the week, I had the occasion to eat at Houlihans three times, and each time the food and service were excellent. These dinners are a great opportunity for our members to meet each other. With our cars as the common denominator, the conversation at each table was lively and continuous.

I don't know what accommodations are going to be available at Treasure Island next year, but if at all possible, I'll try to arrange another dinner. Wednesday seems to be the best day. If any member is familiar with the area, and would like to make the arrangements, please let me know.

## **REGISTRATION TIME AGAIN**

*Please help me update your record*

Since we don't charge dues, often I don't hear from some members for many years. On some occasions, my only contact is when they first joined. As time goes by, some members move and I don't receive the notice. Others sell their car, again with no notification to me.

I try to update my records and indicate the last time I had contact with each of you. If my records indicate that I haven't heard from you in four years, I have included a registration form with your newsletter. If you receive one, please complete the form and return it to me. Anyone not responding will be dropped from the mailing list.

Please complete as much of the form as possible. If you don't have access to your car to get the serial or body number, just return the form without this information. The main thing is to respond so I can keep you and your car(s) on file.

# THE MAILBAG

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

(Edited as required.)



## VERONICA KAVORKIAN - LOUISVILLE, KY

June 2, 2000

I just wanted to give you an update. Rob and I just finished pulling the hub and bearing on the rear passenger side and what a job that was. We were having trouble with that brake making noise, resistance to spin and the car pulling to the right. Well we found that the brake pads were backward (long in the front) and the bearing needed to be greased but that was all. We rebuilt the cylinder and bled and flushed the entire brake system. Now the pull to the right is much better (maybe a little bit still there) and the brakes are more responsive. What a job!!! The bad thing is we still have to do the driver's side!

We borrowed the hub puller online so I need to pull the driver's side next and I am not looking forward to it. By the way, we had to use a torch to heat the hub before it came off. We tried without the torch for 2.5 hours and then gave up. It came right off, once heated, with a good pull from the puller. Anyway, I think I'll drive her for a few more days before going to the driver's side.

By the way, I liked your article in 56J ONLY, about the power steering.

## WALTER KUNZ - EAST AURORA NEW YORK

June 4, 2000

I have just started the restoration of my 56J which I bought in Lewisburg, Pa. in the early seventies, drove home to Buffalo, used for a little while and then put in storage in my mother's barn near Utica, N.Y. I have the engine and transmission out, both of which are being rebuilt. The body and chassis are at a local car restoration company, the owner of which has agreed to let me do a lot of the work myself.

I restored a 1966 Mercedes Benz 230 SL roadster all myself except for the paint and am currently working on a 1918 Indian Motorcycle which my father bought in that year and passed on to me just before his death. Retirement is wonderful!

## BRENT HAGEN - PORTLAND OREGON

Jun 7, 2000

Thanks for the rosters! Haven't heard back from the letter and SASE I sent to CA. Then again, the letter hasn't been returned to me as undeliverable, also so there is always hope. Nice to hear you finally were able to finish your transition to p/s on your 3sp. 56J. With so many folks trying to find those parts too bad they can't be reproduced cheaply in China!

My 56J is roadworthy again after having gone through the brakes and flushed the cooling system and installed new freeze plugs. I also am trying Texaco Haveline anti-freeze which is supposed to hold up 3-5 years instead of 2. We'll see. I also had to fix a problem with my speedometer being intermittent. I had the speedometer gone through by a local speedometer shop and it looks like new! The speedometer still did not work all the time. Next, I disconnected the speedometer cable at the Ultra rear housing and installed the cable into my Makita cordless drill. The speedometer worked fine when driven by the drill. So, I pulled the pinion gear out of the Ultra rear housing and sure enough it is "dished" in the middle where it rides on the worm gear on the output shaft. A while back I had installed a used pinion that had 19 teeth instead of the original 18 teeth. This gives an accurate reading with the P205R75-15 tires I drive with. I found two Packard vendors that have n.o.s. speedometer pinions for the Ultramatic. I elected to go with Max Merit for \$35. Once that is installed I will be ready to do some driving!

## JOE HALL & FAMILY - KENTUCKY

June 26, 2000

Yes, it was great to meet you and Anita, though we didn't get to speak much. Sorry we didn't stick around longer after the meal, but our daughter was starting to be a real distraction so we left.

It was nice to share a meal with so many 56J owners. I would have loved to talk to each and everyone of them. Also someone, at some point, should have proposed a toast to you for all your contributions. The atmosphere just didn't lend itself to such opportunities though. At any rate, it was all good. We all have a common thread that binds. I hope there will be more occasions for us to get together.

My hat is off to the gentleman with the immaculate red/white 56J. It appeared he left no stone unturned in the five year restoration. The dual four barrel carbs looked like something the car should have come with in the first place!

We got there Tuesday around 3 PM, stayed all day Wednesday, and left from the motel Thursday morning. My older brother and his wife came with us (in their 1997 Ford truck) and wanted to leave Thursday, though

we would have liked to have stayed another day.

It was a 1200 mile trip; the 56J performed flawlessly (of course), got 20-21 MPG at 70-75 MPH and used about 1/2 pint of oil. My brother's V8 truck, following behind us, got 18-19 MPG.

Frank, we'll bump into each other on the trail again I'm sure. Though I haven't begun to think about next year's national yet. Maybe we'll catch a meet somewhere in the Southeast this year. Do you make many Southeastern meets? Also, I've got a sister in Ft Walton Beach, Florida to visit this summer. We'll probably be driving the 56J, especially since it gets such good a gas mileage! Hope to see you somewhere along the way, would also love to see your 56Js.

**TOM CLARKE - MILES CITY, MONTANA**

June 28, 2000

I attended the 56J dinner at Houlihan's last Thursday, Frank, but I came after most had been seated, and really only got a chance to meet and visit with those at the table I joined. Somebody pointed you out to me, and I'm sorry that I didn't linger to meet you, but I expected to run across you later and then never did. My mistake.

As I was later visiting with Doug Jackman, I recalled that I recently purchased some valve cover gaskets from an E-Bay offering that are not the traditional cork material gaskets. Instead they are a rubber composite, and while I can't testify to their effectiveness because I haven't yet installed them, I believe they will be superior to cork and not nearly as vulnerable to shrinkage/leakage. Perhaps most of you already know of the supplier, but in case you don't, it might be appropriate to let 56J owners know that the supplier is Peter Fitch, 13000 Mill Road, Fredericksburg, VA 22407. E-mail address is PackardP@aol.com, and he has a website that is [www.ultramaticdynamics.com](http://www.ultramaticdynamics.com). Phone is 800-981-1955. My price on the valve cover gaskets was \$12 + \$3 for shipping, and Peter says he's OK with the prices he gets on E-Bay.

A couple other items I was going to ask you in person, but instead will do here, is the color of the steering column in your Mocha/Doeskin G/H. And also the color of your carpeting and kick panels? Did you get your carpeting from Phantom?

Again, my regrets for not personally meeting you, Frank. We'll have to correct that at some time in the future.

**GARY CAPWELL - OREGON**

July 1, 2000

Hi Frank, here are some more radiator hose numbers for the interchange;

#1539084 Lower hose -  
Goodyear #103- Dayco#7049 Gates#20637.  
#1539087 Upper hose -  
Goodyear #382 -NAPA #8349-Gates #21631

These are a direct interchange for the existing instructions and numbers I have repeated and not "flex" type fit all's. I intend on keeping a copy of out interchange list with my car when on the road!! Also a leaky ultra that has cooked it's trans fluid and leaks radically on the hiway suddenly, could be indicative of a stuck reactor clutch in the torque convertor...as mine did stick and blew the front seal out of the housing!

**TERESA BENNETT SHELTON WASHINGTON**

July 28, 2000

Thank you. I am new to the classic car restoration stuff. However, I am very excited about restoring this car. I am so happy that you and people like you are out there to give me advice and inspiration.

I picked the Studebaker because of it's uniqueness and I specifically picked the 1956 Golden Hawk because of your web site and because I was born in 1956. Oh, did I mention that I was impressed with the 352 CID OHV V-8 Packard engine? In fact I found my Golden Hawk on your web page. It's the first ad for the GH previously owned by Bob Peterson. We drove down from WA to CA and picked it up. So, as an update to your want ads you should add "sold" to that one.

I would like to find out everything that I can about this car. As Dave already told you the body number was recently removed from this car. I'm not sure why but it sure looked like it had not been missing for long. I have really enjoyed your site and I have read everything that I have found regarding the 56 Golden Hawk.

Dave my boyfriend is a great mechanic and I have another friend also named Dave who does wonderful body and paint work. I plan on helping as much as possible on this project so this car is in good hands. I will keep you informed as to our progress.

**MIKE FLICINSKI: k2uxe@attglobal.net**

September 8, 2000

I wanted to offer my congratulations on your 56J web page.

As a young man I owned a Ceramic Green and White 56 G Hawk and it was my pride and joy. When I bought it, it had a cobbled up three-speed installed from a Ford or something. It had originally had an Ultramatic. I obtained an Ultramatic for it

but could never get it to work so I found a Packard three-speed complete with bell housing and drive-shaft. I had to shorten the drive shaft and then installed a Hurst floor shifter. That setup was awesome but the 3:07 rear end made it a little doggy off the line.

Later I obtained a Caribbean twin 4-bbl carb setup and the car became even more awesome.

Unfortunately, my Hawk lived most of its life in my hometown area of Buffalo, NY in the rust belt and by late 1966 its body was very poor. I left it with a friend in Southeast Indiana where I had been stationed while in the Army (Nike Missile site). Maybe that shell and powertrain is still there, you never know. I will search my personal records to see if I can locate the serial number.

Someday I'm "gonna" go back and look for that old friend!

Mike Flicinski, now living in Round Rock, Texas.

#### **DEBORAH SHIPIONE - ARIZONA**

September 8, 2000

I have had this rear main seal replaced three times now and it keeps leaking. Have even bought original seals from Altman. Is there anyone in Tucson who might know of a reputable mechanic I could take this to? The other mechanics have also messed up the transmission shifting while trying to repair the rear main. Any ideas?

*(NOTE: I sent names of members living in Arizona, to Deborah. She wrote back saying she contacted one of two. Hopefully they will be able to help. If you can offer any advice, please contact her.)*

## **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.**

- 323 Stephen Cole 21 Coopernook Ave  
Gymla Bay 2227  
Sydney Australia 029525-0249
- 324 Nathan Nagel 11522 Colt Terrace  
Silver Spring MD 20902 301-681-3583  
Email nnagel@ellenco.net or  
njnagel@hotmail.com
- 325 SuEllyn Siegrist 1710 Reckeweg Rd  
Ft Wayne IN 46804 219-436-4722  
Email ssiegrist@aol.com
- 326 Joe Hevesy 70 Grand River Blvd  
Kitchener Ontario

Canada N2A 2S9 519-893-3313  
Email hevesy@golden.net

- 327 Teresa Bennett 202 W. Alder St.  
Shelton WA 98584 360-432-9609  
Email Tj2ring@aol.com
- 328 Lance LeBlanc 41043 Courtney Rd  
Gonzales LA 70737 225-622-4738  
Email igotitcovered@aol.com
- 329 John Stanberry P. O. Box 29  
Sugar City Colorado 81076  
Email jstanberry@hotmail.com
- 330 Kevin Grabow 7730 393rd Ave NW  
Dalbo MN 55017  
Email lightguy@ecenet.com
- 331 Olle Wallen 1907 Speery's Forge Trl  
Westlake OH 44145-2073 440-666-6044  
Email olle.wallen@wci.com
- 332 Jack Vines 3227 E 28th Avenue  
Spokane WA 99223 509-535-8610  
Email jackv@studentambassadors.org

**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**, 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. 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 \$400. 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](mailto:Stude67@aol.com) See our web page at [www.studebakervendors.com/phils.htm](http://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](http://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](mailto: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](http://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](http://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/silvert.htm](http://www.studebakervendors.com/silvert.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](http://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 Front fenders for '56 Hawk Please contact Walter Kunz at 277 Main St. #8 East Aurora, N.Y. 14052 (716) 655-9517 E-Mail [wgkunz@aol.com](mailto:wgkunz@aol.com)

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 JOE 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.

ones made by Studebaker. Just send the serial number. \$12.00

**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.**

**56J CLUB ITEMS**

*ALL PROCEEDS HELP MAINTAIN THE CLUB*

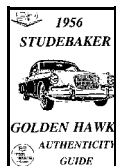
**MANUALS**

**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



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# IN THIS ISSUE

**BRENT HAGEN** PROVIDES INFORMATION ON AFTERMARKET SUPERCHARGERS FOR THE 56J.

**JIM MOODY** HAS INFORMATION ON PAXTON'S SALE OF THE SUPERCHARGER DIVISION.

**REPRODUCTION HEADLINER BOWS** ARE AVAILABLE FROM FORMER MEMBER MYRON MCDONALD.

**BOB COOLIDGE** HAS INFORMATION ON 1956 GOLDEN HAWKS USED IN RACING.

**56J WEB SITE** IS PROVING ITS WORTH AS NEW MEMBERS HAVE FOUND US ON-LINE.


**VERONICA KAVORKIAN** IS MAKING PROGRESS ON HER 1956 GOLDEN HAWK.

**DEBORAH SHIPIONE** IS LOOKING FOR A GOOD MECHANIC IN THE TUCSON AREA.

**GARY CAPWELL** HAS SOME INTERCHANGE NUMBERS FOR THE RADIATOR HOSES.

**TERESA BENNETT** IS GETTING STARTED ON THE RESTORATION OF HER 1956 GOLDEN HAWK.

1956



**FRANK J. AMBROGIO**  
31700 WEKIVA RIVER ROAD  
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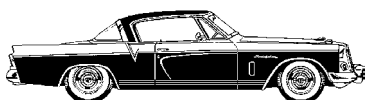
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