

56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

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Fiberglass Stude parts

Information submitted *by Phil Brandt*

Richard Venza, well known hi-performance industry executive, recently established a comprehensive fiberglass manufacturing business by combining the assets of several companies. *Rod 'n Race Fiberglass* offers a complete line of pre-war fiberglass street rod bodies, fenders and related chassis parts. An extensive assortment of nostalgia and contemporary drag race fiberglass parts includes altered bodies, one piece front ends, hoods, doors, and air scoops.

Let me first thank you for your interest in the products and services offered by *Rod 'n Race Fiberglass*. We are dedicated to producing the best possible parts for Street Rods, Customs, Street Machines, Drag Racers and Land Speed Racers for the Bonneville Salt Flats. The owner and key employees of *Rod'n Race* have years of experience in the manufacturing of automotive fiberglass components. More importantly, we are 100% car nuts....just like you. Since the late 50's we've been building Street Rods, competing at the drags, at car shows, and since 1988, setting land speed records on the Bonneville Salt Flats. Our lifetime of involvement and dedication to the hot rod hobby is reflected in the way we have chosen to operate *Rod'n Race Fiberglass*. No B.S., just good parts, at realistic prices, delivered when promised.

Our molds have been assembled from several businesses. Some are as fresh and new as tomorrow, while others are over thirty years old. As you read this, many molds for new products are being crafted to expand the variety of parts. We have decided to continue to offer products from most of our older molds. Not all of the molds produce perfect parts. Some items are not up to the high standards we have established for this business. But, in many cases, they are the only molds in the market for a particular part. If there is enough interest from our

customers, old molds will be replaced as demand for a part dictates.

Our part numbers begin with either a "P" or a "E". You will quickly note that "P"remium part number prices are a little higher than the "E"conomy numbers. We have done this to compensate you for the extra finish work required to install the "E" part and prepare it for paint. If the part number begins with a "P", you can be assured that it is of the finest possible quality.

Rod 'n Race Fiberglass can be reached on the Internet at <http://www.rodnrace.com/> or by calling 410-796-4382, or via mail at 6599 Washington Blvd. Elkridge, MD 21075.

SAVE THOSE HOODS

Members respond to the hood story in the last issue

CHUCK LAMPMAN September 30 2000

Frank- Issue 37 arrived today, and I read it cover to cover immediately, as usual. Another fine issue!

In the article "Hood Pops - Stays Put" you said: "I'm inclined to agree that maybe too much has been made of this problem. On the other hand, I've seen many hoods with bent corners."

Actually, they're two different problems. Bent hood corners normally came from gas pump jockeys (remember them?) or other uninitiated non-Studebaker people who didn't realize that you have to pull the hood toward you, as well as up, when opening it. If you pull straight up when opening almost any C/K hood you'll bend the corners every time.

The results of a hood flying open are much more dramatic!

In the fall of 1956, at 17 years old, I was thrilled when the photographer for whom I worked part time, drove up to the studio with a brand new shiny black 56 Power Hawk. It was probably the prettiest car I'd ever seen (much nicer than the '33 Packard V-12 coupe I was helping him restore, I thought at the time! And certainly nicer than my dad's 55 Commander four-door with the rubber floor mats!)

He took me for a ride, and we of course headed "out to the four-lane" to see what it would do. This was a new stretch of road along the river that was the first four lane highway in that part of Ohio, and my boss was just out of the Air Force and not all that much older than I, so of course the trip was made at maximum velocity - something just over 100 mph, as I recall!

Everything went fine on the first leg, and we had turned around and started back at a relatively leisurely 65 - 70 when we hit a pretty good bump, from a shifted concrete slab in the road, and suddenly the hood flew open.

It happened so fast neither of us knew what had happened. Suddenly the windshield went black, covered by the black hood, and simultaneously there was the loudest noise you can imagine, and the roof came down on us! He was able to get the car stopped, but steered by looking down at the white line going by the side window. It was pure luck we didn't wind up in the Ohio River!

The hood corners were indeed bent! One of the hinges was broken badly, the windshield was cracked, the hood was folded where it wrapped over the front of the roof at the top of the windshield, and the heavy Hawk grille had caved the roof in at least a foot, right about over our heads. The Hawk went home on a hook, with two very shaken young men riding in the wrecker cab.

While my 56J-K7 is late enough, it is number 6800420, that it has the improved latch, I must admit that if I'm driving it any distance I have a detachable safety chain that I rig for the trip. Once is enough!

DAVE BARNETT TOK ALASKA
November 10, 2000

Your newsletter is a class act, and I read every word. Someday I hope to own a 56J, but for now a modified 1956 Flight Hawk will have to suffice.

Regarding the hood latch question, in my opinion you'd be wise to protect the hoods of your Hawks with safety ropes or cables in addition to the "security latch"

installed at the factory. A hood can be tied down safely with a piece of rope costing less than a dollar. That's cheap insurance for scarce and valuable automotive artwork like a 56J hood.

Over 40 years ago, the hood on my 1953 Starliner blew back while crossing railroad tracks, but it wasn't until recently that I understood a major reason why that happened. There's more to it than mechanical problems such as frame flex, loose hinge pivots, poorly adjusted latches, bent or broken parts or unusual road shocks.

The hoods are also subject to aerodynamic lift because the side profile of the early hoods ('53-'55) is an airfoil just like those on aircraft wings. The 1956 and later hoods are higher and flatter in the center but still generate lift along both sides. At 50 mph, a typical light plane easily produces 10 pounds of lift per square foot of wing area. Figured roughly at 18 square feet, my old Starliner hood produced 180 pounds of lift. No wonder these hoods sometimes unlatch and blow back!

Last winter I restored the hood of a 1955 President coupe. Both rear corners had been crudely repaired sometime in the past. While making steel doublers to repair the right and left edges, I made a template of the hood profile. The result was a perfect airfoil shape and it fitted the last piece into the 40-year-old puzzle of **why** my Starliner hood took flight.

BONDOBILLY, CLELL BALLARD, AND THE RON MEYER STORY

Ron Meyer was a member of our group soon after we formed. In January, 1994, his issue of 56J ONLY was returned by the post office. He was no longer listed in the SDC roster and I never heard from him again

BILL GLASS bill@bondobilly.com
October 16, 2000

Frank I got the permission of Gary Hallgren to change the Hawk from Hell shirt to encompass all 56J's. I removed the Hawk from Hell part, and I scanned a dealer paint chip book of 56J colors. I can now insert any color people want in the shirt, Doeskin over Mocha etc.

You are familiar with the famous cartoon of the engineering guys shoving the 352 into a 56J right? I scanned that and redrew it to accept all 56J colors but I cannot find the artist to get permission to sell the shirts. Do you know him?

(Editor's NOTE: (Yes, Ron Meyer) I informed Bill that Clell Ballard had listed Ron Meyer of Mabelvale AR as a person who had helped him with his fine series of Turning Wheels articles on the US6. I wrote to Clell and he sent Ron's address, which I forwarded to Bill)

I spoke with Ron this evening, what a nice guy, very quiet, but really nice. I have permission to use the "engineering" design of the 56J's on T-shirts and stuff. The original is missing, seems somebody had it and sold it without telling him. If you would please post to the guys and put it into the next issue that the shirt is available and I can put in their colors into the body. I scanned the 56 Chips from a really neat preserved dealer upholstery and body color book.

Thanks for the legwork!

(Editor's Note: I wrote to Ron Meyer to see how he was doing. Here is his reply:)

Ron Meyer 10 Nov 2000

Frank...

Received your letter this afternoon, good to hear from you. Please feel free to use the art. Sorry, I don't have the original. I think Larry Swanson kept it and sold it at a meet for Turning Wheels funds. I hope it will work, could use some water color or colored pencil for the net. I logged on to your site a few weeks ago and was impressed.

We got hit by tornadoes on March 1, '97, April 6, '97 and again on June 21, '99. Guess that's our just rewards for giving the nation Bill Clinton. I had two 56J's, one standard shift, and the one I got from Mike Elling. Also had a 46 5-passenger coupe. The first wind got all three. I had run into a fellow who had just restored a '55 Champ C5 and gave him the remains of all three cars. Two weeks ago I heard he had fashioned a complete body from the salvage and had run Chevy suspension/drive train and it was in a body shop about 50 miles from here. Now the bad part: After the second storm we hired a crew to tear down the remains of the barn and garage apartment...they loaded all the parts I had stacked and took them to the local landfill. I went out hell-bent-for leather, but I was too late. I'm completely out of the Stude business now except for a few parts they didn't get. The place is the farm my wife grew up on, I'm now a carpenter trying to stretch the insurance money as far as I can (We had Farmers Insurance Group and had to sue them to get them to pay. Nice folks. They would not pay for the cars because they were unlicensed, nor the parts because they were a hobby. Beware these people.)

I trade messages every once in a while with Bob Merriam in California, he's a real interesting guy. Jim Colwell, of Harrison, Arkansas, began a project to be the first Stude-powered Stude to top 200 mph, but gave up after the Avanti did it. A capable engineer, he was in the process of having two sets of aluminum heads cast (at \$10,000). He ended up paying the core costs, but then dropped the project entirely. He was using a '53 coupe with 289, planning two turbos with intercoolers. He even bought a Buick Grand National to study their layout.

I don't know that I will ever get back into the swim again (became a heart patient in March), but, as you know, still love the beast. Please send me a statement by e-mail for your publication. I haven't belonged to SDC in many moons. Don't even take any car mags except Special Interest Auto.

I do have a President NOS steering wheel that survived the blow, in pretty good shape if you're still looking for one to mold, you're welcome to it. I'll dig through the stuff and see just what's left. I found a piece of the aluminum trim, sans-envelope, down at the edge of our lake when the water went down. Also found what was left of my wife's piano bench sticking out of the mud.

Excuse me for getting windy.

Thanks, Ron Meyer

(A Final Note: I was sorry to hear about Ron's troubles, but it was good to find out what had happened and to learn that he is alive and well. This is yet another example of what can be accomplished through working together. Thanks to the Studebaker Drivers Club for simply being the greatest old car club around, Clell Ballard for the great series of articles and taking the time to respond to both Bill and me, and to Bill Glass for jump starting this adventure. A special thanks also to Ron Meyer for filling in the blanks. I will send Ron a copy of this issue, and I wish him the best of luck.)

TURNING WHEELS ARTICLE ON 1956 HAWKS

Three members have their cars pictured

Fred K. Fox did another excellent job with his feature article in the December 2000 issue of Turning Wheels. This one covered the 1956 Hawks, with a good portion dealing with the 1956 Golden Hawk.

Three of our members had their car pictured and a story was included. Members Jim and Elaine Platt's car graced the back cover, while Ross Ball's car was featured on the inside front cover. The car, formerly belonging to Ed & Virginia Means, was shown on the inside back cover. This car was sold

to new members Arnold & Ethel Buhl of Sturgis MI. I'd say the Buhls made a great purchase.

The December 2000 issue was a follow up to the article on 1956 Hawks that appeared in the April 1985 issue. If you have both of these issues, you have a great reference source.

Fred was, as usual, very kind to our group as he had some flattering comments about the 1956 Studebaker Golden Hawk Owners Register, the parts catalog, and the authenticity guide. We always get a lot of activity whenever a note about our group appears in *Turning Wheels*, and as you can see by the number of new members, this time was no exception.

Fred, Bob Palma, and Richard Quinn, as well as many other in the *Studebaker Drivers Club*, have always been very supportive of our group. Though we are not officially affiliated with SDC, it's nice to have such a good neighbor.

SPECIAL HAWK CHANGES OWNERS

The special order 1956 Golden Hawk heads to Idaho

The 1956 Golden Hawk that I reported on in issue 029, February 1998, has been sold. As you may recall, this car, serial 6032356, was sold new by Lu Palma, the father of *Turning Wheels* Co-Operator editor, Bob Palma.

Bob had sent information on the car and wondered if it had survived. Seven years later, in 1997, George Shirley registered the car. As it turns out, it spent its entire existence within 100 miles of the original selling location.

That all changed when Patrick Doherty purchased the car. Patrick lives in Boise, Idaho, a distance of about 1500 miles from Chicago. A pretty good trip for a 45 year old car. Patrick plans to do a complete restoration. Perhaps we will see it at a future SDC meet.

I informed Bob Palma of the sale, and here is what he had to say:

Yes, it is too bad that 6032356 is getting away. I wish him (Patrick) well, and be sure to pass along the information you have about the selling dealer (Palma-Rhoads Motors). Tell Patrick I want to stay in touch on the car and also hope that he has enough time and enthusiasm to make it "better than new," as he hopes. I sure hope he does.

THE MAILBAG

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

(Edited as required.)



CHUCK LAMPMAN <chuck@lampman.com>

September 30 2000

I just found out that the taping that we did with my 56J-K7 and my friend Jerry Schwarz's 58 Golden Hawk will air on "Legends of the Road" on October 2nd at 6:30 on ESPN2- that's next Monday, and be sure it is ESPN2, not ESPN. We taped in May, and it was to have aired around Christmas, but they moved it up and just let me know.

(NOTE: I sent Chuck the following note: I caught the show, and it was a good one. I'm glad they didn't ask me to do it. That is really a tough assignment to just stand there and face the camera. It would have been a little better if the interviewer had been in the picture with you and the two of you could be having a normal conversation. You did a great job under difficult circumstances.) Here are Chuck's comments:

Thanks, Frank-Sorry for the short notice- they told me originally that it would air in the tenth weekly time slot, and instead they opened the season with it! In retrospect it was a lot of fun, but I was so nervous at the time that I could hardly talk! The reason there is nobody else in view is that the producer actually asks the questions, and the voice of the "host" is dubbed in later!

I thought they did a good job of editing, cutting an hour interview down to only about 8-10 minutes of talking time- the only thing I regret them editing out was my telling them of a conversation with E.T. Reynolds where he told me about the retrofitting of Packard engines into Sky Hawks... it came off as if I was stating fact, rather than as attributed comments. Anyway, it was lots of fun... thanks for the comments.

PHIL BRANDT 40sphil@iquest.net

October 3, 2000

Hi Frank. I don't see a chat room listed, so I'll direct this to you. I finally got my juices flowing and tackled the job of installing new brake lines on the 56 GH. I even managed to figure out (after 9/10 years) how the brake and clutch pedal go on and the clutch pivots etc. I am not sure

where the springs for the pedals go and I don't think I have them all. Right now I can't even find the rod that connects the brake pedal to the master cylinder - but I'm going to hunt for that right after a pizza break. Do you have a diagram that shows the pedal and springs and where they attach? Also, it looks like there should be a rubber boot that goes on the clutch pivot ball that mounts on the transmission - right? I can probably get that from a vendor. Thanks for the "heads up" about the "Legends of the Road" show - I taped that. It was a great show.

I found a diagram in an old Chilton manual. It shows a clutch return spring that hooks on the end of a bracket that bolted to the master cylinder. I haven't located that spring yet but I do have the brake return spring. There is a little sheetmetal arm that is connected to the clevis on the master cylinder actuating rod (I did find that) at the brake pedal. That little arm has a hole in it that I would guess is for a spring of some sort - but I haven't a clue on this.

NATE NAGEL njnagel@hotmail.com
November 16, 2000

Just dropping you a line to let you know I've moved. This relocation was actually prompted by a fellow Studebaker owner who I met at a car show and referred me to his employer (*TRW Automotive*, nee *Kelsey-Hayes*) so now I get paid to play with cars!

Sadly this means that my 56J project is on the back burner, I've left it behind for now with its previous owner who was kind enough to offer to babysit it for me until I get settled. Before I left, I had just gotten the car registered and had been driving it for a bit, but the engine was making ominous noises, probably due to my heavy right foot and the car having been sitting for a year or so before I started on it, and another 6 months after while I detailed the front end sheetmetal, rebuilt the suspension and repaired some cracks in the frame.

I've acquired another Packard engine this time with a 2x4 setup, so I should have enough parts to build a nice strong engine for my car and hopefully enough good stuff to sell to another enthusiast when I'm done. I still need rear springs, and some transmission work, other than that all I need right now is cosmetics. Anyway, keep up the good work with the newsletter, etc. and hopefully the next time you hear from me I'll be telling you how well my car drives!

TOM BORDERS PINEVILLE WEST VIRGINIA
November 30, 2000

Here are pictures of "almost finished" 56J. With your help, and help of fellow 56J member, Brent Hagen who sent me the front fender extension I asked for in the last newsletter.

Everyone loves the paint color you sent. It was mixed at *Auto Body Paint Supply* in Beckley WV. Some one called them from Colorado to order Mocha & Doeskin, but they hadn't put the code on file. I gave them a copy of it when I was up there, so now they have it. If anyone needs it they can call 1-304-253-8373.

You probably noticed no bumper guards, as the front bumper is not drilled for them. No holes. Did any Hawks come without bumper guards? I have NOS guards and am going to drill bumper as soon as I get the hole spread as to where to drill. Also, I have the door glass in, wipers on, and an antenna on left front fender where the hole was already in. Also Grill badge is on order.

I bought carpet, brown \$189.00 from *Studebaker International*. My original trunk mat was slightly dirty, but it cleaned up OK. The carpet was a perfect fit with binding on edges. It consisted of 3 pieces, front, rear, and seat riser with padding. I used a different padding as their's was rubber. I found original type. I think it is called jute.

Also, I changed the mufflers to 27"X2X2 glass packs "Thrust" from *Summit Racing Equipment*, \$14.95 each. I used 2" tailpipes from *Studebaker International*. Now I need a crank up left front fender antenna and a set of seat belts. (*NOTE: See Tom's ad in the want ads section*)

RICHARD O. KAUFMANN Tucson, AZ
December 2, 2000

Thought this would be interesting for the newsletter:

I usually drive my '56J golden hawk to work once a week to give everyone a thrill and exercise it. It usually takes a little bit of turning over to get gas to the carb and fire, some times a little longer than I would like. So when it did not fire this time, I just figured a little help was needed.

Since I live on a hill, I can easily push it to the drive way for a jump and bump start. Seemed simple enough. But this **time** it did not even pop. Getting near the

bottom, I decided to pull over to the side and think about it.

Being by myself, I really needed some help. Standing there looking at the car and thinking about it, I figured the likely cause was the pack rats had gotten to the car wiring system after they ate my shop phone line. Standing there I heard a car going down the road and looked at it., would you believe it, with about 300 56Js in the world, I was looking at one going down the road. It stopped and we looked at each other dumbfounded. Naturally a 56j in need will call on God to please help, but sending another 56J is really asking for too much. I've often heard that God must be looking out for us Stude owners. After exchanging pleasantries and looking over each others cars, he offered me a ride up the hill so I could get tools and trouble shoot the problem.

Sure enough, the wire going into the distributor was chewed off.

And guess who's 56J stopped. It was Deborah Shipione's. Deborah has built a house and moved onto El Camino del Cerro. Guess this makes our road the 56J capital of the world.

VERONICA KAVORKIAN drveronica@home.com
January 27, 2001

Frank, I just wanted to send you this little story for a chuckle. Since Joe Hall now lives pretty close by he has been helping me with my Stude. Sometimes he lends moral support, advice, or even works on it himself. He recently did a complete inspection of the car and rebuilt the front end for me. At the end of his 2 weeks working on the car, there was still a small "to do" list for me.

I have been slowly going through the list and decided to finish the work on my ignition system (I took an engine maintenance course so I know what that is now). Joe had helped Rob and I replace the points a few months ago but in my class I learned we should also change the rotor and the condenser at the same time. So this is how a 30 minute job turned into 4 hours.

Being new at this, things take me a while, and sometimes, I don't put it back together right the first time. But it is soooo rewarding to tinker and change parts and turn the key and off she goes. Yesterday when I was messing with the ignition system I cautiously changed the rotor and rotor button (missing from the distributor I had replaced already) and then started the car, no problem. Then I went to change the

condenser and I just looked at the distributor thinking, where's the stuff?

The picture of the distributor in the shop manual did not have this orange piece in it and I couldn't figure out what it was. The one time we inspected the points, Rob exposed them so I didn't know how to get this thing off. I tried pulling on it a few times but felt uncomfortable just blindly yanking on my distributor so I went for the screws.... big mistake. The top of the orange piece came off with this board and graphite blocks and springs which popped everywhere when I took it off. I thought, I'll try to put this back together after I change the condenser. I looked back to the distributor and there is still a metal plate blocking my view and work!

Then I tried to put the orange thing back together while part of it was still on the distributor, but no luck. I needed 8 hands to hold all the pieces in the right spot! I went and looked at the manual again thinking, there was no orange thing with graphite blocks in my engine maintenance class, and decided to just wait until Rob got home. Luckily Rob called a few minutes later and after much confusion on what I was talking about, identified the orange thing as the manual tachometer.

With this information in hand, I easily found it in the shop manual and learned it just pulls off, which it did. I noticed that there was no mention on disassembling the manual tachometer in the shop manual which made me a little concerned. Things went relatively smoothly after that. I pulled the metal plate and shaft off, and dropped the felt gasket. I looked for the felt gasket forever because it isn't heavy enough to fall to the ground. It just rests wherever it lands. Found the gasket and got all the springs and graphite blocks back in place. Put the shaft in the middle (about 10 different ways before all the graphite blocks were against the right parts) and it was almost smooth sailing from there. I managed to disconnect and reconnect the condenser WITHOUT dropping those tiny screws. I put everything, or so I thought, back together, turned the key and..... no spark!

While silently cussing, I reminisced about a similar experience with the distributor cap. The rotor button was missing from the distributor cap when I bought it so, no spark. While reminiscing a light bulb went off above my head and I turned to see my rotor sitting innocently on the shelf. Once properly in place, ignition!

And believe it or not, the tachometer works!

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.**

- 333 Gene Legg 1770 Morgantown Av Box A5
Fairmont WV 26554 304-363-5162
Email GENELEGG@msn.com
- 335 Russel Farrar 1515 N. North Dr.
McHenry IL 60050 815-385-6911
Email farrar1998@ameritech.net
- 336 John Kaufman 186 Mill Mountain Rd
Drums PA 18222
Email sargedoc@epix.net
- 337 Richard Copeland 608 Cherry Hill Dr.
NO. Little Rock AR 72116
Email cidck72@aol.com
- 338 Peter Hoffman 16 Pilgrim Rd
W. Hartford CT 06117 860-236-4337
Email pehoff@hotmail.com
- 339 Jim Greer 11 Overbrook Dr
Greer SC 29650 864-877-3169
Email JAGBAKER@aol.com
- 340 Arnold R. Buhl 64784 Balk Rd
Sturgis MI 49091 616-651-5001
Email arnie@net-link.net
- 341 Gary Piscitello 845 Jefferson Court
San Mateo CA 94401 650-548-1436
- 342 Lenard L. Millar 1918 Miracle Dr
Casper WY 82609 307-237-0872
Email CST70@aol.com
- 343 Roger E. Green 4777 Stagecoach Road
Pleasant Plains IL 62677 217-546-1423
- 344 Paul Brewer 1612 Skinner
Houston TX 77093
- 345 David F. Batchelar 30 Central Avenue
Hillsdale NJ 07642 201-664-4273
Email DBATCHELAR@AOL.COM
- 346 Peter Paget 525 Roland road
RR#1 Ridgeville Ontario Canada L0S 1M0
905-892-3308
- 347 Morris C. Daniel 1801 Stoneriver Drive
Decatur AL 35603 256-353-6203
Email morrisdaniel@mindspring.com
- 348 Mark Turner 1155 Sunhill Drive
Lawrenceville GA 30034
Email CTu8095096@aol.com
- 349 Patrick Doherty 7203 Columbia Rd
Boise ID 83716 208-336-9173
Email pdoherty@micron.net

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 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 NE, 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

For sale solid 56J body, doors, rear fenders, all trim, tail light lens-perfect. One set of NOS side grills, Good hood, excellent trunk, stainless trim, glass, tachometer, sending unit, clock, dash face plate, glove box door, 4 barrel carb, 3spd overdrive trans, bell housing, clutch, pressure plate, linkage, restored window flippers right and left, fins, roof belt molding, interior roof plastic bands and steel holders and brake drums. Other STUDE parts available. Dwayne Jacobson, 1817 Miller Court, Stevens Point, WI 54481. 715-341-9470 or studebaker@g2a.net

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 SASE to: Brent Hagen, 6220 SE 55th, Portland, OR 97206-6800.

For sale, lower moldings, wheel moldings, restored window flippers, roof band, fins, drivers side check molding, grill emblem, grill, tail light housings, interior trim, dash, gauges, tachometer and used front and rear bumpers. 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. Please take a look at 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

Need a deluxe steering wheel that will work on my 56J, does not have to be Original wheel, but some where close. Must have chrome horn ring and button. Will settle for one that can be restored. Will pay top dollar for right wheel. Richard Copeland 501-753-9942 AR.emailcdick72@aol.co

Wanted: Packard 374" block or complete engine and any high-performance or racing parts for same. Jack Vines, 3227 E. 28th Avenue, Spokane, WA 99223, 509-535-8160 (h), 509-534-6200 x554 (o), jackv@studentambassadors.org

Wanted: Crank up left fender antenna, Seat belt set with the part that goes on rear of door for 1956 Golden Hawk. I have part on front of door panel (could some one give me a pattern of the metal bracket on rear of door?). Tom Borders, HC 72 Box 52, Pineville WV 24874-9665, Tel 340-732-9198. (11/00)

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

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: 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

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.

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.

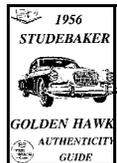


56GH PARTS CATALOG UPDATE #1

(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



PRODUCTION ORDER COPY

COPY OF THE ORIGINAL PRODUCTION ORDER for you car. Printed directly from the microfilm, so the only mistakes are the 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

IN THIS ISSUE

PHIL BRANDT FOUND A WEB SITE THAT DEALS WITH FIBERGLASS BODY PANELS FOR OUR STUDEBAKERS.

CHUCK LAMPMAN AND DAVE BARNETT HAVE SOME COMMENTS ON THE HOOD (POP UP) QUESTION.

BONDO BILLY IS OFFERING A NEW 56 GOLDEN HAWK T-SHIRT.

RON MEYER CHECKS BACK IN AFTER A 6 YEAR ABSENCE, THANKS TO A STORY IN TURNING WHEELS.

CHUCK LAMPMAN COMMENTS ON HIS ESPN TELEVISION EXPERIENCE WITH HIS 1956 GOLDEN HAWK.

ROSS BALL, ED MEANS, AND JIM PRATT EACH HAD THEIR CAR PICTURED IN THE DECEMBER 2000 ISSUE OF TURNING WHEELS.

RICHARD O. KAUFMANN DISCOVERS A 56J OWNER LIVING RIGHT IN HIS NEIGHBORHOOD.

PATRICK DOHERTY .HAS BOUGHT THE CAR THAT WAS SOLD NEW BY BOB PALMA'S FATHER IN 1956.

VERONICA KAVORKIAN .TACKLES A 15 MINUTE JOB WITH INTERESTING RESULTS.

1956



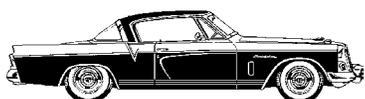
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