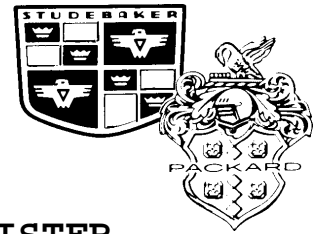


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

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GOING UP - 56J PRICES

Old Cars Price Guide lists higher values, and something else!

Member Bill Hunt called last January to say that he noticed something new in the February 2001 issue of Old Cars Price Guide. The Krause Publications, *Guide* is published six times a year, and for the past two decades, I've bought at least one issue each year, usually February.

The thing that Bill noticed was somewhat intriguing. The values for the 1956 Golden Hawk were higher than those for the 1957 Golden Hawk. In the most recent issues of Old Cars Price Guide, the values for 1956 and 1957 Golden Hawks were exactly the same, while those for 1958 were slightly lower.

The prices for 2001 as compared to 2000 show a bit of an increase in all 6 condition codes. The codes are 1 (Excellent), 2 (Fine), 3 (Very Good), 4 (Good), 5 (Restorable), and 6 (Parts Car). Listed below are the prices by condition code 1956 Golden Hawks, followed by the same information for 1957 Golden Hawks:

	6	5	4	3	2	1
56	\$1000	\$3000	\$5000	\$10,000	\$17,500	\$25,000
57	\$950	\$2900	\$4800	\$ 9,600	\$16,800	\$24,000

I believe the reason 1956 Golden Hawk values have surpassed those of 1957 Golden Hawks, is because of our club. The 1956 *Studebaker Golden Hawk Owners Register* has made owning one of our cars worth more. It is all a matter of image, and image is developed by planting seeds of acceptance in the minds of the general public.

Our club has provided the 1956 Golden Hawk owner with some real firepower. Besides the club itself, our newsletter, our web site, our parts catalog, and our authenticity guide have made owning a 1956 Golden Hawk more desirable and thus, worth more.

The prestige of Packard has also provided a boost to our image. The (very) heavy

Packard V8, for years the main point of criticism, has become one of its strong suits. Several callers, looking for a car to buy, have told me they are opting for the 1956 instead of the 1957 because they like the "big" engine. They also don't want the added expense of maintaining (repairing) the supercharger, which probably isn't working in 60% of the cars they are installed on. This is the opposite of what has been said, and written, for the past 40+ years.

It is also somewhat strange! I have many magazines from 1955-1957 where such luminaries as Tom McCahill, Bill Holland, and Racer Brown put the 1956 Golden Hawk to the test. Everyone seemed impressed with the Packard V8, and only McCahill mentioned anything about its weight. It wasn't until the 1957 Golden Hawk was introduced, that the 1956 suddenly became a "snow plow".

That notion has persisted for the past four decades, and I could never understand why people were so preoccupied with it. I will admit, that a 1956 Golden Hawk without power steering is definitely a challenge. However, I have never noticed a nose heavy feeling. This would probably, only be noticeable if one were to race the car, especially on an oval track. But for normal driving, city or highway, (and the occasional street drag race) the car handles just fine. And, as a friend of mine so aptly pointed out, "in a straight line, *they go like stink, and that's the whole point.*"

So take heart fellow owners. Thanks to several factors, including your help, owning a 1956 Golden Hawk seems to have gotten a whole lot better.

1956 STUDEBAKER GOLDEN HAWK "ULTRA-400" TRANSMISSION CONVERSION

1. Send me a CLEAN, GUTTED TH400 transmission.
2. I'll send you a converted transmission & kit.
3. Make up your own transmission guts with shift kit as desired.
4. Make up fill tube & dipstick according to your desired final location.
5. Make your own drive shaft (1 piece only.)
6. Install, enjoy the difference with confidence. No puking overflow, more power to the wheels, no sticking in Park on hills.
7. Uses original Packard flywheel only. (No added adaptor [spool] plus 2nd flex plate which may wobble, vibrate, and/or break.)



Shift linkage arm
(rod not pictured)

If you are interested and need more information,
contact:

JACK NORDSTROM
4975 IH-35 SOUTH
NEW BRAUNFELS TEXAS 78132

Proper
Speedometer
cable



Torque
converter
to crank
adapter
bushing



Kickdown
switch with
harness
(goes where
O.D. switch
would be.)



Template for paddle to be welded
(top of accelerator rod)



Rear Transmission mount
(2 pieces)

(NOTE: 3 holes from the torque converter to the flywheel will have to be filled and redrilled.)
This kit will include a shift indicator dial at a later date.

ELECTRONIC DISTRIBUTOR MODULE

New member has kit for the 56J

John Brooks joined our Register in April. He has a web site and if you have web access, you might want to take a look at this one in the near future. It is a new site, but John is working to get it up to speed.

One thing that caught my eye, was the fact that he is a dealer for *Pertronix Products*. *Pertronix* makes conversion units to convert cars with points and condenser to an electronic unit. I wrote to *Pertronix* many years ago, but they said they didn't have a unit for the *Auto-Lite* distributor.

I asked John about this and here is what he had to say:

I am an authorized dealer for the Pertronix Products, but they DO NOT make the unit for the Golden Hawks. I am the one who makes the kit for the Hawk, using a trigger unit made by Pertronix. It can be used with the original tach driver installed on the distributor. Pertronix did not see enough quality in sales for them to develop that kit. Thanks,

If you are interested in upgrading your car's electronics, contact John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840. The web site address is www.studebakerfarm.com and you can Email him at studefarm@yahoo.com

BOYS 'N THE HOOD

More opinions on the hood pop problem

The problem with the hood popping up is a serious one, and many people have had first hand experience.

*Our first report is from **Stephen Cade** of *Stephen Allen's Auto*:*

The reason for hood blowups on Studebakers is misaligned safety hooks or catches, depending on the model car.

Early 1956 Hawks and older Studebakers have a safety hook. I've installed new ones that, if not guided to the correct spot, would fold under. The hood still will latch and appear to be tightly closed. However, it is not.

In the later hood latch, the catch on the hood latch sometimes leans too far forward. If not pushed back, the assembly

on the hood pushes it down. Again, the hood appears latched, but is not latched fully.

In either case, a small bump or a little air pressure will blow the hood skyward. I agree that a small piece of rope or chain is a good idea. However, I'm lazy! I simply guide the hook to its proper place and shut the hood. On Hawks, you can look through the grill to be sure it is properly placed. Then, pull up on the hood to make sure it is really tightly locked.

If you have a good spring on your safety hook, and on the bottom side of your latch, and guide the hook catch, you'll never have your hood blow up.

I've had a "Chuck Lampman (see last issue)" experience and agree that most bent corners are not from hood blow-ups. However, if your lack of motivation is similar to mine, just make sure that both springs are good and that you guide your catch to its proper place.

Hood blow-ups happen on all sedans and trucks also. The culprit is also the same.
----- Stephen

Some of you may disagree with Stephen's advice. However, the Cade family owns about 60 Studebakers. They have restored most of them and drive a half dozen or more cars to the International Meet each year including trips to Massachusetts, California, and Oregon. That equates to thousands of problem free miles, at least with respect to hoods. Have they been lucky? Or have they been smart?

*Next is some advice from Studebaker Drivers Club Co-Operator Editor, **Bob Palma**.*

Please, Frank, keep encouraging folks to add safety restraints to their C/K body hoods. Many of us have a horror story to tell about them; here is mine:

My Dad's younger brother Jerry bought a new 1957 Silver Hawk when he was about 20 years old and working part time in a Pontiac dealer! He later bought a new 1963 Lark Wagonaire and after owning it less than a year, traded it toward a new, 1963 Gran Turismo Hawk in the summer of 1963. The Hawk was a real odd-ball because it had a straight three-speed trans, no overdrive, and that mandated a 3.31:1 axle. Pretty good for top-end running, we thought, as I was a senior in high school and Jerry was less than 30 (I think) and

living only a couple miles from us on the east side of Indianapolis.

It wasn't but a couple months until Jerry and I decided his GT Hawk needed a complete R2 setup, so we installed an R2 cam in his stock 289 and added a complete R2 blower setup. 'Still had the column-shift three-speed and 3.31:1 axle. Within a week or two, we were headed up U.S. 31 north out of Indianapolis toward South Bend. We got to open country and Jerry decided to try to peg the 120 MPH speedometer. We were well over 100 MPH when POW, I felt this big thump on my head (I was riding shotgun) and the windshield went blank...actually, it went Blue Mist, the Hawk's color. I looked over and saw Jerry with his head stuck out the driver's window, carefully piloting the car down to an ultimate stop.

Yes, it happens all too suddenly and really messes up the car. Jerry's windshield wasn't broken, but the roof was sure caved in and, of course, the hood was demolished. I could attribute my behavior in the almost 40 years since to that good 'whup' on the head, but the behavior pattern had been established well before that wreck. Yes, the roof caved down far enough that I got a good knot on my head from the incident!

Remember, Jerry's car was virtually new. The event was less than a year after the car had been manufactured, so it wasn't a made-over, rusty old car with questionable body integrity or previous collision repairs.

So keep encouraging 56J people to add a supplemental restraint chain to their hood latches.Bob

Whether or not you choose to use an auxiliary hood restraint, it is always a good idea to make sure it is latched properly. The graphic experiences we've read about in the past two issues should be enough incentive to take extra time to be sure the hood is secure. Whenever I shut my hood, I hold the hood release lever so that I know that the safety catch will clear the hood lock dovetail and spring, as it secures to the hood catch plate.

THANKS TO RICHARD QUINN

Once again, the mention of our Register in the Studebaker Drivers Club's, *Turning Wheels* has sparked an influx of new members. This time it was Richard Quinn who gave us the great coverage in the May

issue. I'm glad so many 56J owners read Richard's Studebaker Almanac column.

THE MAILBAG

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

(Edited as required.)



TOM SNYDER DYERSVILLE IOWA

February 3, 2001

Frank, I am still involved with my 56 GH and still read every word you print in the newsletter. For a little humor, when I changed my EMAIL address a few months, ago I found very few choices left for 56 Studebaker Golden Hawks. Looking closely at my Email address you can see some people think I am a little egotistical (studegh@earthlink.net What does the egh stand for after stud?

The more important topic (humor to me?) is the letter in your latest newsletter concerning insurance problems. My wife and I bought from an estate last year, a 1972 French Citroen DS21. (I am not a traitor, I still have my 56!). This car is loaded with everything, an Italian Maserati engine and a German suspension and hydraulics for everything. This car had a valid and current registration and license plate for Dubuque County, Iowa where we live. It had current insurance also.

When I went to my friendly State Farm Insurance office (they have insured me forever on everything) I was informed very quickly this car was a 1971 not 1972! Can't be insured! A call to the county treasurer confirmed the original title and registration to only one (the original owner) as a 1972. It took a mountain of paper work to get State Farm to correct this in their home office. Second problem: the company told me It could not be insured because it was not currently insured. It was! More paper work! Third problem: It could not be insured because it did not meet current (Federal or State

inspection) and I had to prove it was brought up to ALL current standards. Air bag, seat belts, exhaust emissions, a very long list. Why? Because it was on a GRAY list of cars that State Farm made up that excludes many small companies and imports from title and insurance in the US. This is the point of this letter: on that list was STUDEBAKER!

After picking myself up off the floor it was finally agreed that if I had proof the car was legal at the time it was imported or built then State Farm would OK the insurance. Guess what? The paper work with the car had a statement that this car did indeed meet all standards at the time (1972). Then I found out if the title, insurance, and registration are kept current then there is no problem. Lesson: do not let your insurance lapse on your Studebaker if you have State Farm Insurance!

VERONICA KAVORKIAN Louisville KY
February 2, 2001

I took some new pictures of my 56J last weekend after a fresh wash. Prior to my adventure with the distributor that I told you about (great issue by the way, I just read it), I had changed the oil and made a huge mess under the car (Yes, I did change the oil, fail to seat the oil seal properly and started the car). My friend and I washed the car and I took the opportunity for some photos.

In the spring I'm hoping to get fellow members Joe and Tomoko Hall to drive a couple of the Studes up to Louisville, wash up all the cars and head downtown to the giant baseball bat, located outside the *Louisville Slugger Museum*. Certainly if we put a few good looking Studes in front of great scenery, we'll get published. Also, how do I get one of those T-shirts mentioned in the newsletter?

(NOTE: Contact member Bill Glass. His web site is at www.bondobilly.com/store.html)

Anyway, I now have bumper guards and a white steering wheel. Thanks to Joe, who has been a great help, we also have a grill badge. Enjoy the photos and I'll talk to you later.

ROBERT B. KAPTEYN February 4, 2001

I just received my copy of 56J. An excellent publication. I really appreciate all the work you do for the group.

In previous issues you talked about reproducing steering wheels. As you know the sedan wheels are also in short supply. Have you ever gone any further with this? I can help you with this if we can get a number of orders. I would like people to save the steel cores because the first run will probably entail reusing the old cores. My copies of 56J ONLY are scattered all over and I am not sure if I have all of them to check what has been written about that so far.

As you know my 56J is a stripped out former Tony Laforti car with the body and serial number tags from another 56J. The frame looks good and that is why I kept it. I have been hoarding N.O.S. parts for this car and hope to finish it before the year 2008. Since my accident I have not been up to working on cars and I am retired now and sell parts at a slow pace.

I have 18,000 different part number inventoried on my computer and have an other 20,000 to go. I have bought out 26 dealer inventories over the years as a retirement project and now I am retired. If you ever are in the Chicago area please visit. The building I now have was built in 1908 as an automobile factory for the Economy Motor car company.

DAVID K. FLEMING SMITHFIELD IL

February 4, 2001

Still haven't gotten started on the Hawk. After back surgery, I still had pain in my hips and legs. Didn't feel like doing much. The doctors couldn't figure out what was wrong. The hospital got a new machine that works similar to an MRI machine and they found acute blockages in my lower arteries. They put stints in and now I feel great. My feet are warm for the first time in years.

I started building a garage last year, and am hoping to get it done this coming summer. It's a big job when you're working by yourself, but it will give me a much better place to play with the Studebaker.

My son bought me a computer for Christmas and birthday (he is a good son.) He's been coming over on Sundays to teach me to operate it, but I'm a slow learner.

I was talking with a guy at the restaurant a while back who I knew a little bit from working at Caterpillar. He has since bought about 80 acres about 25 miles from me. He said there is an old Golden Hawk sitting out in the timber. You know how that is, all Studebakers anyone finds are Golden Hawks. But, as soon as the weather permits, I'll go over and have a look. If it turns out to be a 56, I'll send you the numbers. He did say it was totally torched, full of bullet holes, no glass, etc. I'm enclosing a few dollars to help with the effort.

DOUG JACKMAN MUSCATINE IOWA

February 7, 2001

Greetings from the Heartland! I haven't made contact since Madison this past June - I can't believe where the time goes.

Winter arrived early this year - December set records for both low temperatures and snowfall. We're all so proud. I have to keep reminding myself that no one is holding us here at gunpoint.

I have our Golden Hawk engine apart again. Ever since I first built the engine - everything in it is new - I've had trouble with 'pinging', in spite of correct ignition timing, using the highest (93) octane gasoline available, etc. I finally decided the heads had to come back off, and as a last resort I would have to use thicker head gaskets.

The puzzling thing was that no other 56J owner I talked to had this problem. At any rate, this time I had the spare motor from my parts car (the infamous Budabaker), and with its set of heads to use for comparison, I quickly discovered that my original heads, sometime in their history, had been milled 0.100" (that's a tenth of an inch!), resulting in a compression ratio that was probably around 13 to 1. I am now having new seats and guides installed in my spare heads, and along with new valves and springs, I should be in fine shape. It wasn't any fun driving the car with the pinging, since any acceleration had to be gentle.

Everything should be back together for Red Wing this summer - hope to see you there. I haven't decided whether or not to enter the car in judging this year. The Madison judges were very kind, but driving a car on a daily basis and having it do well in concourse judging is pretty tough. By the way, one of the Madison judges commented that my firewall was the wrong color. It's painted the lower body color, which I am sure is correct - perhaps this is unique to the 56J?

At any rate, the plan is to drive the car to Red Wing, now that the compression

ratio is down out of the stratosphere. I'm taking care of some of the items that I lost points on at Madison - heater hose clamps and stuff like that.

Had a nice chat with Rene Harger at *Phantom Auto Works* this afternoon - ordered their trunk mat which I had seen at Madison. Looks a lot nicer than the vinyl one I had been using, which was, I believe, a two point deduction. The law of diminishing returns really comes into play when you try to put a car into the Senior First category.

PAT DOHERTY <pdoherthy@micron.com>
May 23, 2001

I'm not sure when the next newsletter will go to press, but I thought that I'd drop you a quick note to keep you up on progress (I haven't had time to go through the digital pictures, but I'll send these later). The 56J and the Sky Hawk parts car are both completely in pieces with the exception of major sub-assemblies. I didn't realize how many parts a car had, let alone two!

The frame should be back from the powder coating shop by Friday. I decided to powder coat the frame, suspension, transmission housing, etc. because I intend to drive this Hawk, and want it to clean up like a new penny. I don't think that powder coating will be a detraction, it just looks like many coats of paint. As for all the trouble to stamp my substitute frame, it was for naught. The powder coat shop said that it was completely filled in by the stuff. Oh well... I would not have tried to ever tell anyone that the frame was original, but this one is rust free.

The body looks more like a barbecued chicken than a hawk, it is on a big rotisserie that allows my body guy to

repair the metal panels from all angles. We are having a heck of a time getting the factory (and non-factory) undercoating, tar, etc. off the metal. I spent many hours with a wire wheel trying to get this junk off to get ready for soda and sand (for rust areas) blasting. We hope to have the metal work complete in about a month.

The motor is completely apart and has original bore. It looks like the crank has been turned and maybe the rods. We have located the parts that we need, so this should be wrapping up in about 5 weeks. I still have to send off the carbs to a guy in Florida. I have the stock carbs, linkage, manifold, and mounting plates. I intend to have the oil pump rebuilt to avoid the knocking lifter problems. I'll decide on the cam once the carbs are back. Actually the dyno will help me decide (4 to choose from, decisions, decisions).

I have obtained all the brake and suspension components. Once the frame gets back, we will put this on top priority. The intent is to get a rolling chassis together with brakes, fuel, and power train complete. This will then wait for the body.

The interior will have to wait for now. I'm trying to keep my eyes open for any off the wall items like NOS steering wheels (fat chance). I'm also looking at the best place to obtain a wiring harness. When I get the chance I'm going to contact the people listed in 56J only that are still in the midst of a rebuild for advice on suppliers, lessons learned, etc. I just haven't made the time yet.

The moldings need to be straightened and polished, but I have them all. I have sent most of the pot metal to be rechromed (Beaverton Oregon) and I still have to send both bumpers. I'll send more later

along with a link to a site where you can see some pictures.

JOE HALL JHall20613@aol.com

May 23, 2001

About a week ago, at 70mph on the interstate, the right side mount on my 56J's gas tank let go and dropped the right side of the (near full) tank down, scraping the asphalt. Before I could stop, it had scraped a hole about 2-3" long and was leaking gas at a rate of about a gallon every ten minutes. I band-aided it, wired it up, then drove 30 miles to my bro-in-law's house and borrowed the gas tank from the 56J he's restoring. (Still haven't walked a step due to a broken down Stude!)

Turns out the right side of most all Stude gas tanks are suspended by only one mount. If it fails, there's nothing to hold the right side of the gas tank up. Still worse; all 56Js made before 6032932 use a very poorly designed right side mount that is destined to fail, not a question of if but when.

On the Stude newsgroup, I found several other people with the same experience. No fires though; it seems a ruptured tank sparking underneath is like trying to light a flooded Zippo. I don't care to test this theory (again) though.

I volunteered to rebuild my bro-in-law's 56J engine. This is the third one I've totally rebuilt, if rebuilt is defined as "made new again". The second one since 1998. Each time the parts are harder to find and more expensive. This particular engine basically had to be recreated from scratch. What wasn't worn out was abused to death. Total price for parts, materials, misc components, and machine shop labor is going to be almost \$3000 !

Some lessons learned during this rebuild: After much research, I found a modern, available piston that can be substituted with very little machining, for less money than the expensive yet "cheapie" repros that are available (which don't even look like a 56J piston). This piston will perform exactly the same as stock, with the same compression ratio (or higher/lower if you like), but, due to modern design, run cooler and be more reliable. I also discovered available rod bearings and main bearings (all except #5) that can be substituted with very little machining required. The #5 main bearing is a one of a kind. In the near future the only choice may be rebabbiting the #5. So everyone save all your old ones!

Hope to make it to the Redwood City this year but not sure. If so, it'll be in our blue/white 56J.

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.**

350 Ulrich Birnbaum Rothenbaumchausee 151
D-20149 Hamburg Germany Tel-4940459570
Email aloverseas@aol.com

351 Gene Stump 6570 Jackson Valley Rd
Ione CA 95640 209-274-4228
Email BOSSHOG@DEPOT.NET

352 Richard Anderson RR 4 Box 271
Washington IN 47501-9458
812-644-7240

353 Roger Johnson 15528 Meith St
Fortville In 46040 317-485-6317
Email roger46040@aol.com

354 Tom Baith 15244 Larkspur Lane
Dumfries VA 22026 703-680-6954

Email baith@erols.com

355 John Brooks 1821 Ft Worth Hwy
Weatherford TX 76086

Email studefam@yahoo.com

www.studebakerfarm.com

356 David L. Stults 7105 Diane Lane
Panama City FL 32404 850-763-4081

Email dstults@digitalexp.com

357 Kevin Jackson 385 N 225 E
Hyde Park UT 84318 435-563-9198

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359 Scott Johnson 1955 H St
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Email scopensha@home.com

360 Terry Ayers 1110 W Holland
Nampa ID 83651 208-345-3848

Email tayers@mci.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.

For Sale: Nice 1956 Golden Hawk, pale yellow, nice chrome and interior. 770-237-3168, cell phone is 404-247-0059. Mark Turner CTu8095096@aol.com (03-01)

For Sale: 1956 Golden Hawk, partially restored, 99.44% rust free, was running and driving 6 mos. ago when car developed a knock and was parked. Needs paint, interior, Ultramatic work. Have spare, running engine with complete 2x4bbl carb and 3-speed manual trans (needs clutch) All fresh suspension with exception of rear springs, cleaned and painted underneath from firewall forward, rest of metal in nice original condition, new Silvertone stainless exhaust. Car is in MD, some minor parts are with me in MI. Lost job, no money to finish, make me an offer. Email njnagel@worldnet.att.net for many pics (specify what parts of the car you'd like to see most) or call 734-657-8584 for honest description. (03/01)

for Sale: Packard 374 motor, complete. Has 2x4 dual manifold & carbs. Fly wheel, clutch and fly wheel housing caster for 3 speed stick transmission. \$2100, call 913-492-4523 (KS) (05/01)

Wanted: 56J block, or entire engine. 'K' serial number preferred but either 'K' or 'S' would be OK. Either rebuilt or in need of rebuild is also OK. Please contact: Joe Hall jhall20613@aol.com phone 270-351-1430 (05/01)

Wanted: I converted my 56J to floor shift in 1963. Now I want to go back to column. Need for T-85 O.D., shift rods, shift levers on transmission, shift collar and chrome lever and shift knob. Car has power steering. Thanks. K. V. Smith, 2372 Queen St, Winston-Salem NC 27103, 336-724-9298 (04/01).

Ultra400 Automatic Transmission Conversion for your 1956 Golden Hawk. Enjoy the difference and confidence. No puking overflow. More power to the wheels. For more information contact: Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132.

IN THIS ISSUE

PRICES. ON 1956 GOLDEN HAWKS ARE UP, EXCEEDING THE 1957 FOR THE FIRST TIME IN YEARS.

JACK NORDSTROM HAS DEVELOPED THE ULTRA-400, A KIT TO CONVERT A TH400 TRANSMISSION FOR USE IN THE 1956 GOLDEN HAWK.

JOHN BROOKS HAS PRODUCED AN ELECTRONIC IGNITION MODULE TO REPLACE THE POINTS AND CONDENSER, AND STILL USE THE TACHOMETER SENDING UNIT ON THE AUTO-LITE DISTRIBUTOR.

BOB PALMA AND STEPHEN CADE OFFER THEIR OPINIONS ON THE HOOD POP UP PROBLEM.

TOM SNYDER TELLS A STORY OF TRYING TO GET HIS NEW PURCHASE INSURED.


RVERONICA KAVORKIAN PLANS TO MAKE A BIG 'HIT' WITH HER CAR AT THE FAMOUS BAT MUSEUM.

ROBERT KAPTEYN COVERS A FEW POINTS ON STEERING WHEELS, AND INVITES ANYONE TO COME VISIT HIS BUSINESS IF YOU NEED PARTS.

DOUG JACKMAN REPORTS ON AN ENGINE PROBLEM THAT SURFACED AFTER HIS RESTORATION.

PAT DOHERTY GIVES US AN UPDATE ON HIS RESTORATION PROGRESS.

1956



FRANK J. AMBROGIO
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233
U.S.A.

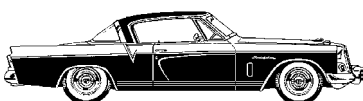
OWNERS REGISTER

* ADDRESS SERVICE REQUESTED *

JOE HALL HAS A WARNING ON GAS TANKS AND SOME TIPS ON MODERN ENGINE REPLACEMENT PARTS.

PLACE
STAMP
HERE

MAIL TO:



STUDEBAKER
THE CURE FOR THE COMMON CAR