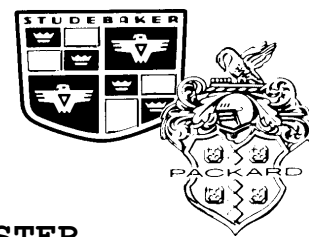


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

NUMBER 040

ESTABLISHED JANUARY 1, 1989

OCTOBER 2001

THE NATIONAL AUTOMOTIVE HISTORY COLLECTION

Renowned collection is new home for 56J publications

I met Andrew Beckman at the Reedsville Swap Meet in November 1999. Andrew had recently taken a position with the *Studebaker National Museum* and asked if I would be willing to include the museum on the mailing list to receive *56J ONLY*. Of course, I was flattered that the museum would be interested in our club. I added *SNM* to the mailing list, and sent a copy of each back issue as well.

I think it is important that our effort be housed somewhere other than my (or your) bookshelf. Inclusion in the *Studebaker National Museum* gives us the opportunity to see that our material is available to anyone who has an interest in the 1956 Golden Hawk. Access to material that can help any owner, or potential owner, only serves to better our image, and increase the value and prestige of our particular model.

The *National Automotive History Collection* is located in the *Detroit Public Library* in Detroit MI. I visited this collection a few years ago and it is impressive.

For several years, I considered writing to the *NAHC* to see if they would be interested in receiving our newsletter. I felt that the *NAHC* would be the perfect repository for our back issues. Having them placed at *NAHC* would ensure our place in automotive history. I also felt that it was presumptuous of me to think that they would be remotely interested, so I never took action to make contact.

On July 31, 2001, I received a letter from *NAHC* Curator, Mark A. Patrick. The salutation on the letter read, "Dear Club Officers:", so it obviously wasn't intended for me specifically. However, the fact that our club was included in the mailing,

suggests that they must have thought we had some merit. Mark's letter follows:

Probably you already know that the Detroit Public Library's National Automotive History Collection is an internationally recognized public archive of automobile history and related information and that the NAHC is utilized and accredited by enthusiasts, researchers and writers alike.

Unfortunately our budget doesn't allow us to afford a membership to all the important clubs and organizations such as yours. Your club can help us maintain our position as the comprehensive public collection of this type in the world. Therefore, may we request a complimentary subscription to your club newsletter or any publication made available by your club?

We will be happy to support your organization with a complimentary issue of our award winning newsletter, Wheels. For specific information please visit at www.detroit.lib.mi.us/nahc

*You can mail publications to:
Detroit Public Library
National Automotive History Collection,
5201 Woodward Ave., Detroit, MI 48202*

*Of course, I was most happy to comply. I also included a copy of the *Parts Catalog* and the *Authenticity Guide*.*

So now, not only is the 1956 Studebaker Golden Hawk Owners Register represented at the Studebaker National Museum, it also has a place in the National Automotive History Collection in Detroit MI. I guess you could say that we have our house(s) in order!

COMPARISON PRICES

56J Ranks near the top in value

Old Cars Price Guide is published by Krause Publications. Its pages contains listings of old cars and their value. The Studebaker section consists of about 5 pages. I decided it would be interesting to see what and independent outfit determined as to how the 1956 Golden Hawk stacked up against the other Studebakers.

The results were rather interesting, with a couple of surprises. To keep my list short, I have included only post war cars with a value of at least \$20,000. I also excluded post Studebaker Avantis which were nearly all valued above \$20,000. This data is from the February 2001 issue.

1955 President Speedster	27,000
1951 Commander Convertible	26,000
1955 President 2 dr Hardtop	26,000
1952 Commander Convertible	25,000
1955 President 2 door Coupe	25,000
1956 Golden Hawk	25,000
1957 Golden Hawk	24,000
1951 Champion Convertible	23,000
1952 Champion Convertible	23,000
1955 Commander 2 dr Hardtop	23,000
1958 Golden Hawk	23,000
1947-49 Champion Convertible	22,000
1947-49 Commander Convertible	22,000
1950 Champion Convertible	22,000
1950 Commander Convertible	22,000
1952 Commander Starliner	22,000
1955 Commander 2 door Coupe	21,000
1963 Avanti Sport Coupe	21,000
1955 Champion 2 door Coupe	20,000
1964 Avanti Sport Coupe	20,000

I expected, the early post war convertibles and the Golden Hawks would command the highest values, and they did. I was surprised at the prices for some of the 1955 models. I figured the Speedster to be at or near the top, but I didn't expect to see the President 2 door Hardtop rated higher than the 1956 Golden Hawk. I was also surprised to see the President 2 door Coupe valued equal to the 56J. Another surprise, at least for me, was the absence of the GT Hawks. And finally, I expected the Avantis to be at the top, but as you can see, they rated right near the bottom.

AT LONG LAST

56J, lost in the 80s, finally turns up

The April, 1980 issue of Turning Wheels had a picture of a 1956 Golden Hawk on the front cover. The car, serial # 6031705, was owned at that time by David Giamattei of Pottstown PA. David's story, Driving a Memory, appeared on pages 3-4 of the issue.

I wrote about this incident in issue 011 and wondered whatever happened to this car. Vince Habel, former roster keeper for Golden Hawks, wrote to me and said that David sold the car because he learned that it wasn't original(?).

On September 6, 2001 I received an Email from Paul Revell who registered two cars. One of them was serial #6031705. I asked Paul for a little more information and here is what he wrote:

Both cars were my dad Gerry's (passed away at 81), and were left to my brother and me. The mauve/white one 6031705 has been owned for about ten years, and the sunflower/white one 6031749 has been owned for 20 years. I understand that the mauve/white car was the cover car on TW - I'm sure you've seen the issue. There's a recent picture on the Ontario Chapter website. Its a strong 2+. The other is a 4-, but has a rebuilt packard motor. (as yet uninstalled.). Nothing is for sale yet. All of the history of the cars is still at my dad's house, and I seldom go there.

My dad never got into computers, but was co-founder and first president of Ontario Chapter in 1973. I am current president.

So, finally another mystery is solved. The photo of Paul's car was also the subject of a postcard produced by Autosport Specialty. Many of you may have one in your possession.

CAUSTIC SOLUTIONS CLEANING UP TRIM

PHIL BRANDT May 24, 2001

I was fooling around with some of my 56J trim today and came up with a FAST way to clean the lower band aluminum trim - Oven Cleaner. I've had a lot of experience with oven cleaner so I decide to try it on this very dirty (98,000 miles) piece.

It worked fantastically. Spray it on, a little scrubbing with an old tooth brush, rinse, and voila.

The only drawback I found to using the oven cleaner on the aluminum side trim was that it "milked up" the clear coating on the trim. On that first experiment I sprayed the oven cleaner on then scrubbed with the tooth brush then rinsed off the trim in fairly quick order (1 or 2 minutes).

I found today that if I spray the oven cleaner on thick and leave it on for at least 10 minutes (I'm using "cheapo" oven cleaner from Dollar General) the coating AND the dirt come off - no more milky coating ! The pieces I have cleaned, look BETTER than an NOS piece that I picked up at a swap meet 7 or 8 years ago !

Subject: Hoods Flying

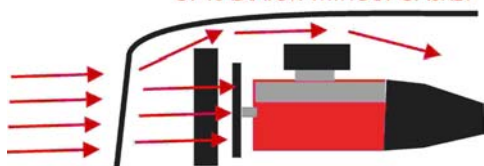
BILL GLASS June 29, 2001

I would like to take a few minutes to go over the issue of popping hoods. When I was restoring my Hawk, I noticed in the Service Manual what I will refer to as a backwards j. It is shown on the photo in the Body Section under Hardtops and Coupes. However, this part is not shown anywhere in the Body Parts or Chassis Parts books. I was able to get one by going back to 1953-55 Body Parts book and finding the part number which escapes me right now. It's identical to the ones that are used in Post War bodied cars.

After 11 years of driving, here is what I attribute my lack of hood pop to.

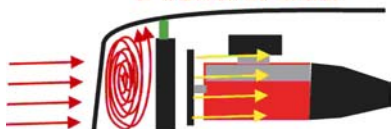
I did not install the rubber gasket that goes over the radiator to seal the engine and only allow air to enter via the radiator and I installed this backward J latch.

PRESSURE BUILD UP AHEAD OF RADIATOR WITHOUT GASKET



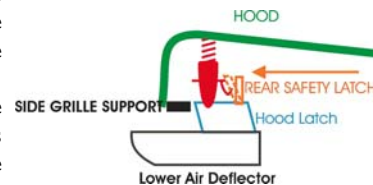
By not using the rubber gasket air pressure does not buildup in front of the radiator, and as someone mentioned a few years ago, the Hawk Hood is aerodynamic. By not installing the gasket, air is allowed to flow not only through the

PRESSURE BUILD UP AHEAD OF RADIATOR with GASKET

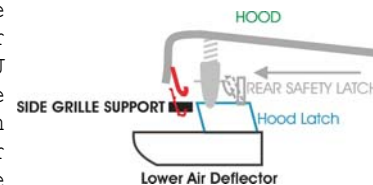


radiator, but to flow up and over, entering the engine compartment with the ability to relieve any pressure that would build up in front of the radiator. My car runs at approx 165/170 F all the time, Summer or Winter, the gauge is accurate.

Now lets look at the backward J. If one looks at his hood latching mechanism, on the rear part of the nose cone/spring device there is a clip, which when the nose cone enters the locking device on the lower air dam, the latch comes in contact with a safety latch. This safety latch is under spring pressure and exerts a force forward. So, when you go to open your hood, not only do you pull the lever behind the left grille, but you PUSH the safety catch backwards to allow you to lift the hood.



With a backward J installed just ahead of the nosecone/spring, the J is spring loaded, and it exerts force towards the radiator. When the hood is latched or locked down, the J locks into the square opening in the cross member that hold the side grilles in place. With the J installed, opening the hood becomes a feat of agility. As you pull the left latch release, you then push the safety latch behind the spring loaded nose cone, backwards, JUST as you do this, you need to PULL the J forward, allowing you to lift the hood. Here is what is happening.



The safety latch in the rear is has its force vectored to the front, the nose cone is locked in the latch and the J has its force vectored to the rear. In summery you have with the J three separate mechanical latches. Should the center fail, the rear is designed to catch it, however if that fails too, the J since it is locked in to the cross member prevent the hood from lifting. I am attaching some photos so you can see what I am talking about.

AND NOW THIS:

Gary Willoughby" July 18, 2001

Have been following the 'Hood Tie-Down' story, and will add a footnote, if you please: Those of you who are reluctant to

thread a chain or wire cable through that expensive egg crate can get a rubber tarp strap (10 to 14 inch), take off the metal hooks, and push each end through the lower grill openings, about 8 inches apart. Drop the ends down (they should be well clear of the latch) and reapply the hooks.

When the hood is closed, reach below the bumper and hook the hooks. There should be just enough tension to keep everything snug. This simple operation brings good peace of mind and is easy to undo.

TECHNICAL TIPS

(NOTE: I've included two items from the Service Bulletins. The first relates to the hood problem and was originally included on page 8 of issue 004.)

SERVICE BULLETIN NO. 314 MAY 1956 SAFETY LATCH AND HOOD LOCK - 1956 HAWK SERIES

Safety latches and hood lock parts of improved design are now used in production on 1956 model Hawk series cars, (Flight Hawk, Power Hawk, Sky Hawk, and Golden Hawk.) These parts provide maximum positive engagement of the safety latch and lock parts under all types of operation.

Operation of the hood lock and safety latch is similar to Sedan and Station Wagon Models. To release the hood lock pull the lever in the left grille panel as far out as it will come. This releases both the hood lock and safety latch.

The new lock parts entered production with passenger car serials:

MODELS	SOUTH BEND PRODUCTION	LOS ANGELES PRODUCTION
56G Flight Hawk	G-1372345	G-938532
56B Power Hawk	8446295	8852293
56H Sky Hawk	7185283	7811490
56J Golden Hawk	6032692	6800250

SERVICE BULLETIN NO. 310 FEBRUARY 1956

DOME LIGHT DOOR AND LENS REMOVAL - 1956 HAWK SERIES MODELS

Removal of the dome light door and lens assembly must be carefully performed to avoid damage to the hard board headlining panel. The door and lens assembly must be parted rather than pried off.

Removal Procedure

Grasp the dome light door and lens near the switch end and gently pull outward. Insert a long, thin screw driver blade or sharp awl about 1/2" to the rear of the switch from the lower edge, between the door and lens and light body assemblies. Twist or pry to part the door and lens from the body. Be careful not to damage the headliner. When separation has taken place, use a larger screw driver in the same manner to complete the removal.

Reinstall the door and lens assembly carefully in the usual manner.

SAME DECAL-LOWER PRICE

Studebaker International Valve cover decals

I spoke to Ed Reynolds at the International Meet in Red Wing MN last July. Ed informed me that his new catalog reflects a lower price for the 1956 Golden Hawk valve cover decals (or are they appliques?). As you may know, decals for all other Studebaker V8 engines were \$6.00 each, while those for our car were \$12.00 each. I have always found this to both annoying and unfair.

Ed said he had a new batch reproduced and had them in his new catalog at the \$6.00 figure. Ed also has the oil filter decal for sale at \$6.00 each. If you need either of these items, you can reach Studebaker International at 97 North 150 West, Greenfield IN 46140-8562, Tel: 317-462-3124 and Email info@studebaker-intl.com. You can also reach their web site by going to our sister site at www.studebakervendors.com clicking on the Studebaker International link.

CLUB ITEMS FOR SHOW

Member Bill Glass is offering shirts, caps, and other items

Bill & Ellen Glass are offering official 1956 Studebaker Golden Hawk Owners Register items for sale. They have set up a web site devoted exclusively to our products. There is a variety including shirts, caps, mugs, license plates and frames. A choice of two different logos is also available. One is the familiar bird emblem and the other is one Bill concocted with a 56 Golden Hawk in front of a "Lazy S" emblem.

The second item is kind of unique in that they will print the car in the colors you specify. So, you can have a shirt, mug, etc., with a car that is the same color(s) as your car.

Bill & Ellen have offered to donate part of the proceeds to our club to help with some of the newsletter costs. This is a real boon for our club. I hope everyone will take a look at the web site and see if there is anything you can't live without.

The web site is located at
www.bondobilly.com/56jstore.html
You can order online or call them at 914-681-0855

ADDRESS CHANGE 56J ONLY

The street number for 56J ONLY has changed from 31700 to 31654. The change was at my request. There is a campground nearby with the address of 30700. I kept getting their pizza orders, and they got my Studebaker parts. Not a fair exchange since the parts were already paid for, but the pizza was C.O.D.

Only the street number has changed. The street name, city, state, and zip code are the same as before.-Frank

TH400 TRANSMISSION CONVERSION

It might be the answer in some cases

Jack Nordstrom called me a while back to remind everyone that he has developed a kit to convert your car's transmission to a more modern TH400 unit

It is not my policy to recommend or endorse modifications. However, I am also aware that you have the right to decide how you want to enjoy your car, and I think I have an obligation to report any alternatives that surface. If your car is sitting unused because of transmission problems, Jack's solution might be just what you need.

Through the years, I've spend a total of \$3000.00 on the Ultramatic in my car. I currently have a lifetime warranty on the unit. If I have a problem again, and the transmission builder finds some way to worm out of the commitment, you can bet I'll be getting in touch with Jack.

THE MAILBAG

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

(Edited as required.)



SUELLYN SIEGRIST 6 July 6, 2001

Subject: No more vapor lock??

I ordered my transmission pan gasket from Northwest Transmission Parts (for \$18.00) and they have overhaul kits as well (looks like \$337.61). I received my gasket very quickly and I wanted to pass on my good fortune.

Their pamphlet shows they also stock gears back to 1933. Their number is 800-327-1955 and their address is 13500 US Route 62, Winchester OH 45697. Also, I had an electric fuel pump installed a couple of weeks ago. I'm noticing much less hesitation and so far no vapor lock at all! We're went on a 300 mile trip this weekend and it was quite hot. I thought this would be the big test, but I felt pretty good about it! The Hawk did great! It was very hot and very humid all weekend and we even went on an hour long "cruise" with a lot of stopping and creeping along. The water temp gauge went past the 240 mark, but the car ran just fine. We even had to stop for awhile and turn off the car. It started right up a few minutes later. (We, on the other hand, were wilting from the heat from the engine!) I was so proud of the Hawk and I look forward to our 5 hour trip in late August to Barberton OH for the big Studebaker cruise-in.

Thanks for all of your information, it's great to have such a specialized site and people to turn to.

VERONICA KAVORKIAN July 7, 2001

I don't know if you remember, but when I first acquired the Golden Hawk you told me the paint was Yellowstone with Red interior. Initially we thought it must be an error but today I discovered it was true. I've known for a long time that the color was yellow, you can see it with chips in the paint or on hidden areas. Today, I was inside the car, removing the metal strap around the interior of the rear window and I actually saw the bright red paint in the inside of the screw holes. I guess that probably makes the car even more rare because I can't imagine anyone else choosing that scheme. It also appears that the car has only been painted once, or at least only had the color changed once.

I was also wondering, what is the color of the wheels supposed to be. I've seen off-white advertised as the "correct" color but when I was repainting my rims last week, I found the Yellowstone color under the white. Should the paint match the body or were they all an off-white?

I hope all is well with you. I'm going to a show tomorrow and I'm sure I'll be the only Studebaker there. I keep hoping to see another at one of these shows but usually I'm the only representative. I did run across an Avanti at my first show but none since.

(NOTE: Veronica sent a 2nd message on 9/8/01)

It was 8am on a Sunday morning and Rob and I pulled into our friend's Chevron station. A few moments later the blue and white Golden Hawk of Joe Hall pulls into the station. He is here to see if he can fix what the mechanic at the Chevron could not. My Stude's engine died 4 days ago while driving down a main road at a good pace and we could not get it started. We had been having some intermittent problems but had been repeatedly blaming them on other issues, bad gas, letting the car sit too much (which we sadly had been doing more time than not) etc. Well last week she decided to let us know all the things we were blaming the problems on were wrong.

After our local mechanic had looked over the ignition system and had noted that the carburetor only had gas coming out of one jet. Before I authorized him to go into the carburetor, I wanted Joe's opinion. We had extensively worked on the carburetor 18 months ago and it had been working fine since then so I was hesitant to let someone else take it apart. I called Joe and without hesitation he came up the next day.

We knew that it was either fuel or fire. My bet was the fuel filter because I truly believed I had gotten bad gas several weeks ago. Rob, my husband the electrician, thought it was the coil. Joe systematically approached the car. The very first thing Joe did was to check the strength of the spark, and it was strong. We then looked over the ignition system and the fuel system. We replaced the fuel pump (it had been leaking oil and was incorrect for the car so we did it even though it was functional), checked the fuel filter (some sediment but not enough to explain the problem), checked the potency of the fuel lines to the tank and the carb. We found that one jet was indeed not spraying but even when corrected, the car would not start.

Joe then went back to the electrical system and checked the wires in the distributor and they were all snug. We then checked the spark again and nothing. No spark at all! This was strange just because it was strong at first so we checked again and it was very weak. Well we hooked up Joe's extra coil and she fired right up! Success at last.

It turns out, that it was Joe's birthday and he took the time to come and help us get our Stude back on the road. I just wanted to share this story of Studebaker heroism with our fellow Stude owners.

PAM AND DOUG JACKMAN August 14, 2001

It was sure good seeing you folks again. I'm sorry we weren't able to spend more time with you. We sat with the Big Six River Bend Chapter at the Awards Banquet, so missed visiting with you two. Nonetheless, we had a grand time and the North Star Chapter folks certainly did a fine job.

It was a 6-1/2 hour drive from Muscatine IA to Red Wing, and the Golden Hawk ran superbly. We were pleased to receive a Senior Third, considering that we drive the car, and thought the judges did a super job (although I'm glad you educated them concerning the chrome valve cover option). It seems the judging at the senior level was a lot more stringent than at the junior level (which is how we were judged last year at Madison). Not only does it take more points to achieve the same level of award, but also the car is more closely scrutinized, I believe. For example, last year we had no points deducted for exterior brightwork, but this year lost six points. I'm assuming the deduction was for the lower curb moldings (which aren't in the best of shape) but I don't know for sure.

Which brings me to this comment: Since it should be to the judges' (and the SDC'S) best interest to facilitate high quality and authentic restorations of Studebakers, why do I have to wonder just what it is that the judges are looking for? I guess it's no surprise, for example, that senior judging is stricter than junior judging, but I sure didn't know that prior to Red Wing. If I had realized that a year ago I could have made a more concerted effort to find, say, NOS or at least better quality lower curb moldings (although that certainly wasn't all that was wrong with our car). Is there published literature concerning judging standards and methods? I guess I'd like to give it one more try at South Bend next year, but I'd like to have some guidelines for preparing the car. Of course, I'm not a long-time member of the SDC, so maybe what I'm looking for does exist, and I just don't know where. Can anybody help me in this area?

At any rate, I am looking for (preferably) NOS lower curb moldings. There are, I know, many other areas of our car that need improvement, but these moldings are tough

to locate, since they're unique to the 56J. I have already bought (NOS) both front pieces and the left rear piece, but need the right rear piece and both door pieces (left and right are the same). If someone has a complete set that they don't want to separate, that would be fine too. I'd appreciate your putting the word out, and thanks!

I'm enclosing a check for a steering wheel cover and three patches. Please put the excess towards your expenses, and thank you. The work that you have done towards preservation of the marque is greatly appreciated.

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.**

- 361 Stephen Peterson 18899 McKays Beach RD
Leonardtwn MD 20650
Email stevepeterson@erols.com
- 362 Jim Nutgrass 1633 Webb Lane
Bedford KY 40006 502-532-0271
- 363 Melanie Middien 322 Culver Blvd no 200
Playa Del Rey CA 90293
Email MelanieMiddien@aol.com
- 364 Paul Work 2776 NE Charlois Drive
Hillsboro OR 97124 503-846-0571
Email PnSWork@aol.com
- 365 Jeff Crockett 307 Magnolia ST
Harrison AR 72601 870-743-6534
Email quicker@yournet.com
- 366 Rodolfo Jacques 525-5939177
5 de Mayo 492 Col. Merced Gome
Mexico, DF 01600
Email royax3@lycos.com
- 367 Bill Gardner 1407 S Greenwood
Park Ridge IL 60068 849-384-1735
- 368 Carl Courtney 17137 Chenier Dr
Prairieville LA 70769 225-673-1990
- 369 Bud Mellinger 610-948-6054
148 washington av
phoenixville PA. 19460-3758
Email Mellingerbudme@aol.com
- 370 Paul Revell 73 Royal Palm Drive
Brampton Ontario L6Z 1P2
905-846-3797 Email revver@interlog.com

371 Phil Lords 817 Woodshire Circle
Murray UT 84107 801-262-2544
Email phylo24@yahoo.com

372 Maggie Dickhaus 3871 Streamside Dr
Marietta GA 30067 770-951-1784
Email dickhaus@aol.com

373 George Gleason 41 Millar Place
Lockport NY 14094 ???-434-2397
Email ceelaceysbd@aol.com

374 Larry Bost 52 Cedar Hill Rd NE
Albuquerque NM 87122 505-823-1399
Email LarynPat@aol.com

NOTICE: In lieu of dues, and to help keep my records correct, registration forms will be mailed out periodically to members who haven't been heard from for several years. **If you receive one, please complete and mail it at once or you will be dropped from the mailing list.**

WHEEL ESTATE FOR SALE

Due to our infrequent printing schedule, many ads may be quite old. The only way I know if an item is bought or sold is if one of the parties reports the transaction.

For Sale: 1956 Studebaker Golden Hawk. Sitting in my shop for years. Engine has been rebuilt and runs good, with 40 over pistons. It was a complete car and drove well. I have all the parts, glass, interior in my shop. Asking \$4000. William G. Rawls, 26362 Hwy 210, Currie NC 28435, 919-669-2930. (09/01)

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: 352 Packard Engine, complete, it is a "K 1350" which is out of a 56i stick shift, \$500.00. \$2100, call Jimmie Facklam. 913-492-4523 (KS) (06/01)

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.

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.kl2.mo.us

Motor Mounts for the Packard Engine on the 156 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 3411 Sandringham Dr NE, Salem OR 97305, Phone 503-365-1946. Email mocha56j@aol.com.

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, 3 spd 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 Studebaker parts available. Dwayne Jacobson, 1817 Miller Court, Stevens Point WI 54481. 715-341-9470 or studebaker@g2a.net

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.

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: -rkapteyn0mcs.com

Bondo Billy's 56J 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/56jstore.html

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: Lower curb moldings. Prefer NOS. I have both front and left rear. Need right rear and door pieces, but would buy a complete set. Doug Jackman, 2107 5th Avenue, Muscatine IA 52761F 319-263-8688. Email jackmanpd@home.com (08/01)

Wanted: 1956 Studebaker Golden Hawk in fair to great shape. Leo Brenton 29131 Bushnell Rd. Burlington, Wis. 53105 or E-Mail albrent@tds.net (07/01)

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).

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 (or),
jackv@studentarnbassadors.org (03/01)

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: 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

www.studebakervendors.com

Shop online, and please support the following vendors who help support us.

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

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

STAINLESS STEEL EXHAUSTS standard size or 2-1/4" diameter. 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. Rene & Bonita Harger, Phantom Auto Works, 311 E. Anderson Ave., Knoxville TN 37917, 865-525-6025. www.studebakervendors.com/phantom.htm

INTERIOR kick pads, dash liners, door panels. Ernie Loga, Loga Enterprises, 5399 Old Town Hall Road, Eue Claire WI 54710 www.studebakervendor.com/loga.htm

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.

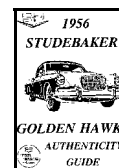
Indicate Hardbound or Softbound \$30.00.

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. \$20.00



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

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.

IN THIS ISSUE

NATIONAL AUTOMOTIVE HISTORY COLLECTION WILL HAVE THE COMPLETE SET OF 56J NEWSLETTERS.

PHIL BRANT HAS A TIP ON CLEANING UP THE ALUMINUM LOWER BODY TRIM.

PAUL REVELL REGISTERS THE LONG LOST DAVID GIAMATTEI CAR THAT WAS ON THE COVER OF THE APRIL 1980 TURNING WHEELS.

SUELLYN SIEGRIST.HAS INFORMATION ON A SOURCE FOR TRANSMISSION PARTS AND HOW SHE SOLVED HER VAPOR LOCK PROBLEM.

BILL GLASS & GARY WILLOUGHBY OFFER SOME MORE THOUGHTS ON THE HOOD POPUP PROBLEM.

STUDEBAKER INTERNATIONAL HAS REPRODUCED THE 56J VALVE COVER DECALS AND LOWERED THE PRICE.

BILL GLASS IS PRODUCING OFFICIAL 56SGHOR SHIRTS, CAPS, LICENSE PLATES, MUGS, STEINS, ETC.

VERONICA KAVORKIAN GETS HELP FROM FELLOW 56J MEMBER, CAPTAIN AMERICA (AKA JOE HALL).

DOUG JACKMAN NEEDS SOME LOWER BODY MOLDINGS AND HAS QUESTIONS ABOUT JUDGING STANDARDS.

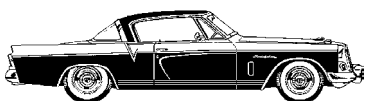


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