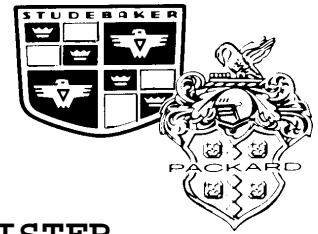


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

NUMBER 041

ESTABLISHED JANUARY 1, 1989

FEBRUARY 2002

AC-2799 SPOKE TYPE WHEELCOVERS

Reproductions may be available soon

Studebaker Drivers Club Almanac Editor, Richard Quinn sent the following note to me on December 1, 2001. He is considering reproduction of the Spoke Type wheelcover (AC-2799) that was introduced in late 1955 as a replacement for the wire (Speedster) wheelcovers.

Information on this wheelcover, as well as the others which were available, was covered in issue 021 (June 1995.) This information is also available on the web site. Here is Richard's message:

Frank;

I am giving some consideration to re-manufacturing the AC-2799 Spoke Type hub cap. As you know this cap was introduced on the '56 models and was used through 1958 (w 15" rims only). After they introduced them they also advertised them for the 1953-55 models (i.e. see parts and accessory sheet S84 of 2-21-56). My question to you is this, do you think there is enough demand out there to warrant the expense? I have sent one of my NOS caps to the Far East and now have a price. In order to make it a cost effective venture I would need to sell 75 sets at \$450 per set. I know you cannot speak for owners of other years but wonder if you have a feel for the demand among 56J owners?*

In the past I have run ads in TW requesting people contact me if they have an interest and once I reached my break even I went ahead with the project. In all such cases I have reached the requisite number. This, however, is a little different in that it involves a much higher tooling cost and a much higher initial outlay on my part (over \$30,000). Also I am not quite as familiar with the anticipated demand as I am with the older cars.

These caps would come with a personal money back guarantee for quality, authenticity

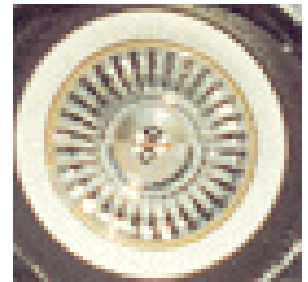
and fit. They would be sent ready to install.

Please have interested parties call, write or email me at their earliest convenience.

Thanks again, Frank.

Cordially,

*Richard Quinn
20026 Wolf Rd.
Mokena, IL 60448
708-479-2658
Email Rtq11@aol.com*



SDC SOUTHEAST ZONE MEET

The April 2002 meet in Jacksonville FL will have a 56J flavor

The Northeast Florida Chapter of the Studebaker Drivers Club will host the 2002 Southeast Zone Meet on the weekend of April 5-7 at the Jacksonville Marriott. I don't normally advertise regional SDC functions, but this is a special case.

I will be the featured speaker at the banquet. The focus of the speech will be on the 1956 Golden Hawk, and how, through the efforts of our club, both the value and the image of this model have improved. To help enforce that opinion, I hope that any of you in the area will try to bring your car to the show, to let people know that I'm not just dreaming.

Information is available in Turning Wheels and also from Steve & Pat Flower, 1155 Pebble Ridge Dr, Jacksonville FL 32220. The phone # is 904-378-5310.

PARTNERS ON THE WEB

56SGHOR adds links to other sites

Through the years, several other special interest groups have contacted me and we've formed a friendly relationship. We have kept in contact through the use of email messages. At present, I have set up links to their web sites, and in some instances, they have reciprocated.

Bob Coolidge has a web site that deals with Studebakers that were used in racing. He has quite a site and you should take a look when you have time.

Ron Ellerbe, along with George D. Krem, produces the *Jet Thrust News* and maintains a listing of cars, owners, and engines.

Gary Talbert maintains a roster of 1956 Sky Hawks and owners. If you know someone who owns one of these cars, tell them to get in touch with Gary.

I feel that these are all good efforts and serve to increase the interest in Studebaker in general. If you have web access, why not visit their sites and see what they have to offer. Just go to the 1956 Studebaker Golden Hawk Owners Register site at <http://pages.prodigy.net/56sghor> and click on the appropriate link.

1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER LOGO

As I reported last time, member Bill Glass has designed a new logo for our club. A sample is shown to the right. I think he has done an excellent job, and I've incorporated it into our web site.



Bill has also developed a series of items which are available for sale. These include shirts, mugs, license plates, mouse pads, and clocks. I purchased a sweat shirt and a clock. The car on the sweat shirt was Mocha and Doeskin, while the car on the clock was done in Mocha and Snowcap White.

I was so impressed that I also ordered a golf shirt and a mouse pad. The unique thing about these items is that Bill can print the car in any of the standard 1956 Golden Hawk color combinations. Bill is donating a portion of the proceeds to our club.

For more information on all the products that Bill has available, visit his web site at www.bondobilly.com/aindex.html or contact him at:

18 Lorenz Drive

Valhalla NY 10595
Phone: 914-681-0855
FAX: 914-761-5788
Email info@bondobilly.com

1956 GOLDEN HAWK DIECAST MODEL

Shrock Brothers new release

Member Bill Glass sent an email message to me with a web site address. The address was the location which contained a photo of the prototype 1956 Golden Hawk model that the Shrock brothers plan to reproduce.

The model is to be a 1:70 scale size, and the photo showed the car in the Green/White two tone combination. The web address is www.shrockbrothers.com/new_releases.html

I sent an email to the Shrocks asking why there was a "B" pillar on a hardtop model, and indicated that I felt the white wall tires were far too wide. Here is what they had to say:

The pictures on the web site are prototype models. The white walls are overstated and will be corrected before production. The windows are vacuum formed in a single piece assembly. To open the windows requires additional hand work. (This is optional upon request)



The toy can be ready in late January. Contact us in early February.....

I think it is great that someone is finally producing a scale model of the 1956 Golden Hawk. I'm anxious to see the final product. I've heard great things about the Shrock brothers and the models they have produced in the past. Although I have never seen any of their models, I'm sure they will do a fine job on this one.

If you are interested in ordering one of the models, here is the contact information:

Telephone 814-672-5544
Postal address
RD #1 Box 636
Coalport, PA 16627

Electronic mail ShrockBrothers@penn.com

CARS & PARTS

1956 Golden Hawk appeared in January 2002 issue

I received some exciting news last December from a few of our 1956 Studebaker Golden

Hawk Owners Register members. I was told that my 1956 Studebaker Golden Hawk was on the cover of the January 2002 issue of Cars & Parts magazine, with a nice story about the car inside. I don't subscribe to that magazine, and I couldn't find it in any of the book stores around Orlando.

We had to go to Michigan for a funeral, and I looked in Ohio, and Detroit and still couldn't find a copy of the *Cars & Parts*. Finally, member Tom Clarke mailed me his copy and I got to see it for myself. Only the front half of the car was shown, and it occupied about a quarter of the cover page.

The author, Mike Mueller, had been to my house in 1995 to take a bunch of pictures for a book he was doing back then. It was called *Fifties Muscle, The Dawn Of High Performance*. We found a nice setting and he took a bunch of pictures using about three rolls of film. He only used two photos in the book. I wrote about this adventure several years ago in issue 025 of *56J ONLY*.

The story was about that particular make and model, not about me. It was neat, 10 more photos appeared inside with the story. I'm glad Mike Mueller found a use for a few of those extra photos. He even mentioned my name as the car's owner.

The story was very positive except for the usual rehash of how the front end was so heavy that the car could hardly get out of its own way to turn a corner. I get so tired of hearing and reading this. Everyone seems to forget that these tests, and the resultant reports that mentioned the cornering deficiency, were done under the most extreme conditions. Despite the heavy front end, due to the weight of the Packard V8, several testers didn't think it was that much of a problem.

I seriously doubt that anyone bought a 1956 Golden Hawk to race around an oval track. I doubt that anyone uses their 1956 Golden Hawk in that manner today. If an owner was inclined to race his car, he most likely did it at the strip, or on the street. And, under these conditions, the car's handling ability was up to the task.

Everything else in the story was very well done, and the photos that were included came out great. Mike is a fine photographer. He had another story in that same issue, which was about a 1918 Dodge

Business Sedan. That story included 18 photos which showed great detail.

It was a lot of fun to see our car in such a fine publication. I hope Mike will do more stories about 1956 Golden Hawks in the future. It is always nice to see one of these cars get a little attention, and it is great when the featured car belongs to one of our members.

THE MAILBAG

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

(Edited as required.)



EMIL HEDRICH INMAN KANSAS

February 25, 2001

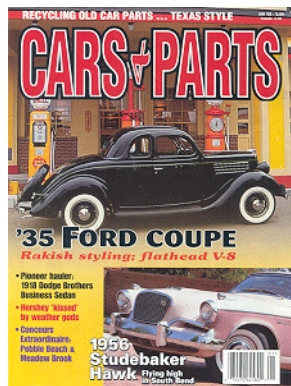
I was very happy when my December 2000 issue of *Turning Wheels* arrived. All the articles and pictures of 1956 Hawks were awesome and very nostalgic. I have wanted to write you ever since, but couldn't find my old bill of sale and ID numbers. Today, I finally did.

On September 26, 1956 my wife (of one week) and I purchased 1956 Studebaker Golden Hawk serial # 6032055, engine # S3178 from Bevan Motor Co. of Hutchinson KS. I was stationed at the Naval Air Station, Hutchinson KS and had my 1954 Land Cruiser in Bevan's shop in preparation for getting transferred. The Golden Hawk was in the showroom and going around on a turntable. I just had to look at it. That's all it took, and after a test drive and a wifely consult, it was ours. It came with a new car warranty, although it had been driven 5000 miles by the dealer's wife.

It was a terrific color combination of Yellowstone Gold and White, with sort of a charcoal and white upholstery. The color schemes of the article kind of confuses me because there's also a Sunglow Gold color, but I seem to remember Yellowstone. Anyhow, the colors were as illustrated for the later more common combo, with the hood, fins and trunk lid, the gold color and the roof and sides below the molding, white.

We really loved this car and it turned heads where ever we went. It also seemed to want to encourage others to try to race us, but we always left them behind.

In October, 1956, I was transferred to the Naval Air Station in Jacksonville FL and we moved there. We experienced our first



problem with the car in Colorado one morning when I didn't have any brakes. The Bendix Hydorvac power brake unit let the engine vacuum suck all the brake fluid out.

We had fluid added and brakes bled and we were OK again till in Alabama a baffle in one of the mufflers came loose and the vibration and hum drove us nuts. A Stude dealer replaced the muffler and we were good as new. The first problem that arose in Florida was going to work on cool damp mornings and the engine bucked and missed till it warmed up. A trip to the dealer and he filed some vent slots in the distributor cap and that cured the problem. Close scrutiny of the brake fluid showed it constantly was being sucked up. I put a kit in the brake unit and that solved that for a while. The literature called for a lubricant on the vacuum side, and that seemed to help.

The brake fluid started to disappear again and the brakes were always too touchy. A hard pedal push would throw you into the sun visors. I consulted a brake and axle outfit in Jacksonville and they installed a rebuilt unit like those used on T-Birds and that finally solved both brake problems. Another problem was small moisture pimples in the paint on the fibreglass fin, but we lived with that one.

The battery always seemed to be low on water and I suspected high under hood temperature, because of its position up high, back against the firewall. I opened up the scoop on the hood so it was functional, but the final solution was to move the battery to the trunk. That also took some of the weight off the front end.

I wrote the factory to see if some stiffer coils were available for the front end, and yes they were. The new springs barely fit, and were just able to be compensated for with the front end adjustment. They made all the difference in the world on the handling though. It didn't flounder in turns like it had.

We still liked the car very much, lots of power, good gas mileage, great looks, and with the help of the shop manual, I could always take care of maintenance myself.

One more problem arose. The steering gear box output shaft was so close to the exhaust manifold that the heat ruined the seal and lubricant leaked all the time. It was too much trouble to reseal, so I just added lubricant.

The next problem was a major one, actually a GM one. The dummies at the Harrison Radiator Division, who made the radiator, made the overflow pipe out of steel and it

rusted shut. When the radiator pressure cap tried to release excess pressure, it had no place to go and finally collapsed the transmission's fluid cooler in the bottom of the radiator. Then, coolant got into the transmission and the radiator was always low. It took a while to realize what was going on. The transmission worked fine with the water getting in.

By that time there wasn't a good Stude dealer left in Jacksonville. The radiator guy couldn't find another transmission cooler (bet he didn't look too hard), so I had him block off the holes in the radiator, and I made a cooling maze out of aluminum tubing, in front of the radiator. That worked fine and that was the last problem I had.

It was 1964 and the family had grown. It was too hot in the summer without A/C and Studebaker was out business, so I traded for a 1964 Ford. I hated to get rid of that car, and possibly, if I hadn't been in the service, would have kept it. The biggest sin was that I threw away a 1953 shop manual with 1954 supplement and the 1956 shop manual. What a dumb move.

Later this year, I'm going to look for another Studebaker coupe, maybe a 1955 or a Hawk with a Studebaker engine, or a later Hawk. The black Golden Hawks on the inside covers look great, and one is here in Kansas. I've never seen a black one, only other one I ever saw was putrid green and white (2), both in Kansas, one in 1956 and the other in the 1980s.

I wanted to tell you about all the troubles I had with mine, and to ask a few questions. In your register, is this car still alive? Maybe the history will interest the current owner.

Does anybody make a model of the 1956 Golden Hawk, a ready made one? I know 1957s are available, but don't really care for one. The 1956 set the tone for the Hawks and they're the ones that should be modeled. Same as the 1953 should be modeled as they led the Studebaker Coupes.

Well thanks for listening, and thanks for any information you might find.

JOE HALL October 2, 2001

I recently obtained a 56J engine (K 1623) that is an excellent ginny pig for trying the Ford pistons and rod & main bearings I mentioned recently as probable substitutes. The block is now at the machine shop being cleaned and magniflaxed, if it checks out

OK the fun will begin. Once finished, I'll let you know the details.

I'm confident the bearings will work but am seeking yet another opinion on the pistons. This machinist, too, is confident everything will fit but is concerned about the PRICE of adding weight to the crankshaft throws to offset the extra weight. (The Ford pistons are about 100 grams heavier.) He's sending a Packard & a Ford piston to a shop that does most of the balancing in this area for their opinion/estimate. Will let you know when all is done.

Meanwhile; I don't even know what I'll do with it when it's done, except keep it for a "spare"...

If someone in the club needs a 56J engine rebuild, I believe I can build them to be at least as reliable as when new, and as economically as can be done anywhere in the free world. (There are currently three 56Js on the road with "Joe Hall" rebuilt engines in them) But I don't think I'd have time for more than a couple per year.

BRUCE BENNET October 11, 2001

Hello. I have been reading with great interest, your site for the last several weeks I think it is great. I myself am in the JET THRUST NEWS club owning 4 examples, 3 larks 1 hawk. Now for the real reason for writing.

First do you have a Ralph Durr, East Peoria listed he owns a 56J, he is in SDC, and I see him from time to time. If not I would be happy to get info for you. Now for the better story.

About 10 years ago my wife and I stopped at a garage sale in Pekin IL. What I saw in the garage was a very pleasant surprise, 56J. Of course I asked how much it was. The lady was surprised that I knew what it was. Her husband was not at home at the time, I went back later. His name was Earl Goodin, Pekin IL. He shared with me, that he bought a new Studebaker almost every year from Beres Motors, Pekin, but when he bought the Golden Hawk he just couldn't bare to part with it, so he just bought another Studebaker. He shared many stories about his fast runs to Peoria to work, and enjoying any race he could get into.

The car had been moved with him to Florida, then back. This contact started about 10 years ago, I stopped in from time to time to chat. The car was complete, he wanted to restore it. It was not that bad, he even had a dual 4 barrel to put on it, very

little rust. The last time I stopped, in August, I found out he had passed away and his wife had moved, I think he had said his son would get the car? If this car and story matches up to any one in your group I'd be curious. If not let me know. I'll see what I can find out.

RON ELLERBE October 23, 2001

56J issue # 40 is great reading as always. One of the items that I read carefully was the reference to Paul Work. Paul has been on the JT owners roster for 10 or more years as the locator of an unusual R1 Lark. The car is a 63V29466, a 4 door 63 Custom with 3 speed stick shift. It was in Missouri. JTN had long since lost track of Paul as he moved from Missouri.

Finding his email address in 56J #40 afforded the golden chance to ask Paul about the Custom. Paul came through. He says he did find the car and bought the engine out of it in 1990 when he last saw the car. He rebuilt the engine, used it in a Stude truck project and took the truck and engine in the move to Oregon. The project was sold to another Oregon Stude man three years ago.

You just never know where the next contact is coming from!

STEVE COLE NSW AUSTRALIA

October 31, 2001

Sorry I haven't been in touch. My new email address is studebakerhawk@bigpond.com. I have almost finished the restoration on the hawk, only the motor to go. The auto cost me a fortune [4,500] Australian. Just waiting on the diecast front grills. The colour is light blue metallic, bottom and top, and off white. Inside is light blue metallic vinyl from 1963 GT Hawk new old stock.

I have tried to keep the car as original as possible but there are some things that we can not purchase in Australia. I have put 63 bucket seats and matched 1959 Hawk door trims as the car did not come with original front trim. Really enjoy reading 56J ONLY and it has really helped me with my restoration (rubber cap on auto dip stick certainly helped startup overflow problem with the gear box.)

GUS DAUB November 24, 2001

Subject: Engine paint

I was wandering thru Hemmings and came across an ad for Engine paint. Among the items available was "Packard red for 1955 352 engine." Don't know if it's the same,

too late for me as I already painted mine, but if someone else is about to paint theirs they may want to give a call for sample or more info.

Bill Hirsch
396 Littleton Ave.,
Newark, NJ 07103,
Phone: 1 800 828 2061,
Fax: 1 973 642 6161

JOHN POULOS

December 06, 2001

Just thought I'd thank everyone for there help on my Ultramatic slipping and tell you what happened. I set the throttle pressure, adjusted the bands, no change. I called Peter at Ultramatic Dynamics and he suggested that a valve or servo was sticking and might be causing the problem.

Just for grins I tried the stall speed test (foot on the brake, transmission in drive and full throttle) The engine revved up way beyond the correct RPM, slipping like a bandit, than all of sudden the car tried to leap forward and the RPM dropped. This happened with a loud pop, which I now think was the drive line slack coming out all at once.

Fearing the worst, I put it drive and took off, surprise, a solid tight Ultramatic. I drove around for an hour or so, even chirping the tires and everything is just perfect. When I told Peter, he suggested that I'd blown out what ever was causing a valve or servo to stick, He also suggested that I drop the pan, clean everything up, and add fresh fluid, which I will do. Thanks again to the group. Studebaker On the Net <http://stude.com>

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.**

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

375 Paul McPeek 970 Mt Vernon Rd
Newark OH 43055 740-364-0107
Email bigmac@gurulink.com

376 Sam Chirco 10270 E Pierce Arrow
Tucson AZ 85748 520-886-6351
Email schirco@aol.com

377 Jack Renner 2 Sea Horse Way
Hilton Head Island SC 29928

378 Sam Stupp 920 Caledonia Rd Unit 3
Toronto ON M6B 3Y1 Canada
416-781-3399

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

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: Numerous used and n.o.s. hard to find 56J parts for sale, reasonable prices. Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800, Phone: (503)771-0604 days, (503)335-5096 after 3 pm week-day evenings. E-mail: gh352@effectnet.com (01/2002)

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: Rear fenders (quarter panels) for 56 Hawk. Any Hawk or Coupe from 1953 to 64 will fit. Walter Kunz (407) 737-7433 or wgkunz@aol.com (12/01)

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).

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 STUDE 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).

For Sale: 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).

For Sale: 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.

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 (03/01)

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 (o), jackv@studentambassadors.org (01/01)

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)

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.

1956 GOLDEN HAWK SERVICES

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.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, Email at KRBERRY@prodigy.net.

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 3441 Sandringham Dr. N.E. Salem, Oregon 97305, Phone (503)390-4588 Email mocha56j@aol.com (01/00).

Rebuilt Packard water pumps for sale \$75, plus \$10.00 for shipping, no core charge. Contact Brent Hagen, 6220 SE 55th Ave., Portland, Oregon 97206-6800. Phone: (503)771-0604 days, (503)335-5096 after 3 pm week-day evenings. E-mail: gh352@effectnet.com

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

STUDEBAKER VENDORS

www.studebakervendors.com is the place where customers and vendors meet. All the major vendors are listed on Studebaker Vendors. You are only a "click" away from a host of vendors who can help you with your project. 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

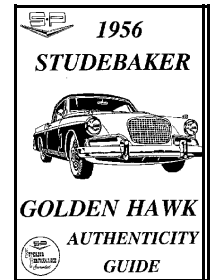
NEW & USED Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts. Stephen Allen's Auto, 520 N. W. 55th Street, Gainesville Florida 32607, 352-472-9369. www.studebakervendors.com/saa.htm

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/silvert.htm

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

alphabetic index, numeric index, plus separate lists for service bulletins, utility items, and accessory codes. \$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.



DECALS-APPLIQUES-TAGS-PATCHS

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.

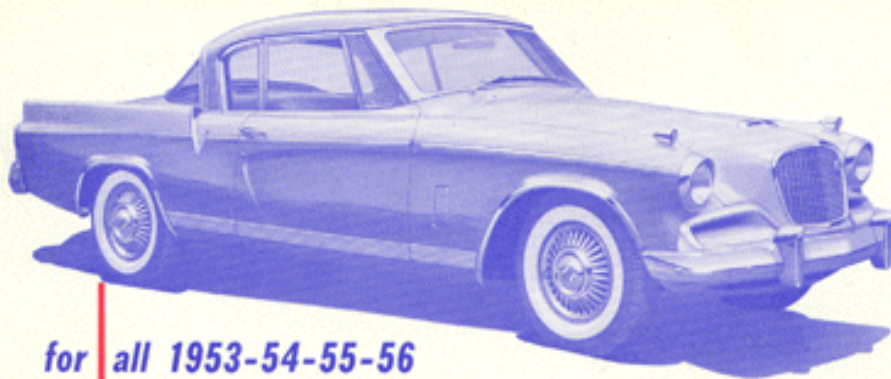
56J CLUB ITEMS

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,





for all 1953-54-55-56

STUDEBAKER CARS AND STATION WAGONS

**Look...It's
HOT!**

**New Spoke-Type
WHEEL DISC**

- Sparkling Chrome & Gold Stainless Finish
- Exclusive Spoke-Type Construction
- Distinctive Studebaker "Coat-of-Arms" Emblem
- Glimmering Attractiveness—Still or in Motion
- Snug Snap-In Mounting
- Easy-to-Clean and Keep Clean

Here's the hottest accessory that's come over the horizon in a long, long time. Get in on the ground floor—order quick—and start cashing in on the extra sales and profits now. Fits all late model Studebakers; in fact, it can be installed on most cars with 15" wheels. Four are required per car. Equip demonstrators and show cars . . . put 'em on your accessories displays in the showroom, parts store and service station . . . or on actual spare wheels you may have lying around. Tell all your salesmen . . . and fire them up to present, demonstrate and SELL Spoke-Type Wheel Discs.



REMEMBER — Full Chrome Discs are still highly popular. Display and sell these too. Give 'em a choice and you'll not lose a single sale.



AC-2799 HUB CAP REPRODUCTION

To all owners of 1956-57 Studebakers: I am hoping to have the AC-2799 full disc stainless spoke-type hub caps reproduced. Since these reproductions will cost more than \$30,000, I am taking pre-orders. I would need at least 75 orders at \$450 per set to make a "go" for the project. If you would like to commit to purchasing a set of the caps, contact me at the address below, email rtq11@aol.com, or telephone (708) 479-2658. These caps will be guaranteed for quality, authenticity and fit. **NO MONEY IS REQUIRED NOW**, only a promise to purchase a set when they are available. Date of availability is dependent upon how soon the quota is reached.

Richard Quinn
20026 Wolf Road
Mokena, IL 60448

IN THIS ISSUE

RICHARD QUINN IS CONSIDERING REPRODUCING THE AC-2799 SPOKE TYPE WHEELCOVER.

56SGHOR PARTNERS ON THE WEB WITH JTN, 56H, AND STUDEBAKER RACING.

BILL GLASS IS OFFERING MUGS, HATS, SHIRTS, AND CLOCKS WITH AND IMPRINT OF OUR NEW LOGO.

SHROCK BROTHERS ARE SET UP TO PRODUCE A 1956 GOLDEN HAWK SCALE MODEL.

1956 GOLDEN HAWK APPEARS IN JANUARY 2002 ISSUE OF CARS & PARTS.

EMIL HEDRICH RELATES A STORY ON THE ADVENTURES OF HIS 1956 GOLDEN HAWK PURCHASED NEW.

JOE HALL IS WORKING ON A 56J ENGINE, TRYING TO USE SUBSTITUTE BEARINGS AND PISTONS.

RON ELLERBE OF JET THRUST NEWS FINDS A MISSING MEMBER THROUGH 56J ONLY.

STEPHEN COLE HAS ALMOST FINISHED HIS RESTORATION IN AUSTRALIA.

GUS DAUB NOTES THAT BILL HIRSCH HAS A RED PACKARD ENGINE PAINT.

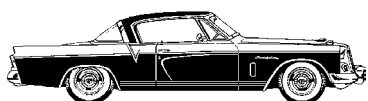
JOHN POULOS GETS SOME HELP WITH HIS SLIPPING ULTRAMATIC FROM CLUB MEMBERS.



FRANK AMBROGIO
31654 WEKIVA RIVER RD
SORRENTO FL 32776-9233
USA
ADDRESS SERVICE REQUESTED

PLACE
STAMP
HERE

MAIL TO:



STUDEBAKER
THE CURE FOR THE COMMON CAR