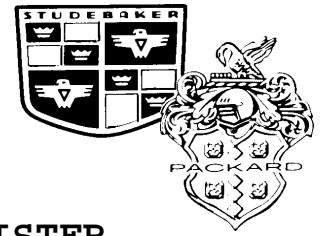


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com

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6032356 COMES FULL CIRCLE

An update on one of our more famous cars

NOTE: Lu Palma was the owner of Palma-Rhodes, a Packard, Nash, and Studebaker dealer. In 1956 the dealership sold two 1956 Golden Hawks. One was the car discussed below, originally purchased by Mr & Mrs Riley McClain. Here is the story:

It only gets better. I finally talked to Mrs. Riley McClain tonight! She is now 95 years young and remembers the car! She is living in Paris, IL and doesn't know if she can make the trip to South Bend. She did say that it would be hard to sleep tonight with the flood of memories my call brought her! If she can't make it, Karen and I will visit her in Paris before heading to South Bend. We'll take some video.

The history looks like:

Lu Palma and Harry Rhoads (deceased) sold the car in March 1956. Riley McClain owned and drove car until his death in 1973. Ray Waltz purchased the car from an Oldsmobile dealer that only had it for a day (a trade in by Mrs. McClain after her husband passed away. She said the car reminded her too much of him.) Ray owned the car for about 9 years from 1973 - 1982?

Robert Harvey purchased the car from Ray and had it until 1995 when it was sold to George Shirley. George started to restore the car and got in touch with Lu and Bob through Frank.

I (Pat Doherty) purchased the car in 2000, started restoration in February 2001 and completed the restoration about two weeks before the 2002 South Bend Show.

(NOTE: Pat drove the car to the 56 Golden Hawk dinner that was held in South Bend, and also entertained everyone with comments and a video display of the restoration. Lu Palma and previous owner, George Shirley attended the dinner. The car ended up with a first place award at the show with a total of 390 points out of 400. Super effort Pat. Thank you!)

A WORD FROM THE SELLING DEALER

Lu Palma adds these comments

Seems to me I owe you one big debt of thanks for your work promoting and continuing the 56J ONLY roster, keeping the marque alive as a unique part of automotive history.

I know that it's because of your dedication that the special car our dealership sold to Riley McClain 46 years ago, was found and subsequently beautifully restored by Pat and Karen Doherty, so I want to join in the chorus of thanking you for that fact.

Since you know how special these cars are, I'm certain you have some idea of what a thrill it was for me to see it in its pristine glory once again in South Bend. (My only regret is that my brother, Milt, is no longer alive to share that thrill. Milt would have been as tickled as I was, had he seen the car. As son Bob can tell you, Milt was an absolutely superb mechanic, and really appreciated fine machinery and the beauty of that Hawk.)

And to put that dinner together was the icing on the cake, bringing all the owners together to share the pleasure of ownership of these cars, and celebrate the work and resources the Dohertys had committed, to bring this one back to probably better than new. I'm certain no worker in the factory had the passion and dedication that these folks demonstrated in the restoration. What a Labor of love!

Seeing the car brought back many memories, of course; I still remember how I had to shepherd it through the factory and then up to the upholstery shop in Michigan (I'm almost certain it was in Ionia) to get the

special red leather interior installed. For some reason, I recall many phone calls that were necessary to get it all done. And, of course, I remember how much that deal cost us at a time when money was really tight. Riley truly got a deal, thanks to the generous deal our partner, Harry, thought was necessary to make it.

I remember driving it down the highway at 80 MPH, checking it out finally after our shop made it ready for delivery, the big Packard V8 just loafing along; seems like I could count the revs even at high speed.

So through your commitment to that unique segment of Studebaker production you brought back memories of a long-gone time, and I thank you.

(NOTE: This car was discussed at length in issues 029 (Feb 1998) and 038 (Feb 2001)

THE LIFE OF A DEALER IN 1956

Bu Lu Palma

You asked about any story connected with the sale of that 1956 Golden Hawk to Riley McClain, the original owner. I think, to get the full flavor of our sale of this unique car one has to realize what the automobile business was like at the time, and the market in which we were operating in. So I'll start that way.

After brother Milt and I got back from service in WW II we went back to what we did before Dec. 7, 1941. He was a partner in a gas station/auto service shop and I went back to the retail business, working for a small department store in Chicago.

But we wanted to get into business for ourselves, and thought we'd make a good pair in the car business, Milt, with his superb mechanical skill, and me, with sales experience. (Milt served in the South Pacific as the head mechanic on a PT Boat mother ship, which was the focus of a flock of PT's with 3 big Packard engines each; engines modified from Merlin aircraft designs. With the very short range of these PT's, the USS Oyster Bay was right in the thick of fighting, and Milt had all kinds of stories to tell. The Navy had sent him to a Packard factory school, and he ran the entire service shop on that ship.)

Anyway, getting into business was a tough go. The demand was so great, and the supply was so small, that automobile dealerships were not for sale - it was a time when dealers had a license to print money. And we didn't have much.

But we persisted in looking, and eventually the factories caught up, and dealers began

to look for easier ways to make money. So finally in 1953 we found a small, Packard dealership for sale in a small city, Paris, that we could buy with all the money we could borrow. Moved our families and opened *Palma Motors - Sales and GOOD Service.*

It was a small store-front type of facility, but had an adequate shop, including a body shop and we inherited several good mechanics, body men, and a good local salesman. Our idea was to expand the lines we offered, and almost immediately added Nash, Kaiser-Frazer, Willys Jeep, and switched the used-car lot to a better one out on a highway into town.

But it was a tough go; the factories were churning out cars by now, and competition was rugged. In a town of 10,000 there were 12 -- count 'em, 12 -- dealers, counting the dealer selling trucks. Beside our shop there were only 3 multiple dealers: Cadillac/Chevrolet, right next door, Ford/Mercury, and Chrysler/Plymouth. ALL the other names had individual dealers, even DeSoto and Edsel, when it premiered.

So you can get some idea of how competitive prices were - and a good part of our market consisted of well-to-do farmers, the hardest bargainers there are! (Paris was the county seat of Edgar County, which had some of the best land in Illinois - most farmers weren't hurting. And some drove Packards.)

The factories were looking for dealers, which made it easy for us to get those other lines; we had all the independents. (Side story: Before we had Studebaker, in our original location, one day a man walks in, announces he's from General Motors, GMC Division, and how would we like to take on the GMC line? Hard to believe, but true. He pointed out we didn't have a truck line, and he would have signed us, Packard dealers, in competition with the Chevy dealer right next door!. We didn't go for that deal, trying to sell GMC pickups against the same Chevy truck right next door, which was priced lower.)

Comes the Studebaker/Packard merger, and Milt & I went over to the Studebaker dealer and offered him a part of the business, taking the Studebaker line and moving to his much better facility. Even had a used car lot right there. Harry F. Rhoads, our partner, didn't have much choice; he was in tough circumstances and took what we offered. Unfortunately he hadn't been very aggressive, and there weren't many Studebakers running around.

The point I'm finally getting to, was that we really had to make hard trades. If the prospect didn't like what we offered, there

was Buick down the street, Cadillac ready to deal, Olds with the Rocket 88 V8, Chrysler across from our original location, and everyone else also ready to cut price.

As a result, we routinely had to over-allow for the trade-in, and that's what happened when our partner, Harry Rhoads, talked with one of the well-to-do lawyers in town, Riley McClain.

Riley lived north of Paris, in Metcalfe, an even smaller town, and was a bit of a car buff, driving a 1953 Jaguar - not the usual automobile one saw around Edgar County. I know you've seen our original billing to him, so you know we took in a Studebaker Champion as well, over-allowing on that car as well as the Jag.

Riley knew exactly what he wanted and drove a hard bargain. I swallowed hard when Harry told me the deal he had made, but we had to honor it, hoping that we'd find a buyer for that grey XK120. As you know, the Golden Hawk was specked out in rather unusual fashion: Grey solid color, no radio, and with special red leather upholstery.

So I remember it well; had it shipped up to a special shop in Michigan for the red leather and for one reason or another had to make call after call to get the job done. All the time wondering how we were going to make out with that expensive English job which certainly looked peculiar in our used car lot. What a deal!

But, as you know, having seen what Karen and Pat Doherty have done with the car, it was a beauty, both in appearance and performance. Riley may not have wanted a radio so he could listen to what the Packard V8 was telling him - sweet, indeed.

SOMETHING NEW

1956 Golden Hawk Manuals on CD

With its combination of Studebaker Style and Packard power, one would suspect that the 1956 Golden Hawk would have been embraced by Studebaker and Packard fans alike. Instead the opposite came to pass. Studebaker fans seemed less than enamored and Packard owners hardly took notice.

For decades the 1956 Golden Hawk owner had to go his own way, and there wasn't much in the way of help or information available. But, our club has changed all that, and today, we probably have more resources available than any other Studebaker owner. Though, not *officially* offered by our club, the new 56JONLY message group, described later, is just one more example. Others include our newsletter, web site, parts

catalog, authenticity guide, parts repair, and interchange list, to name a few.

Now, something new has been added to the mix. I have converted the Parts Catalog and the Authenticity Guide to compact disk. You may have seen other CDs advertised. For instance, you can buy a CD that contains the parts catalog, body catalog, and shop manual for Studebakers from 1953-1958, the same as the hard copy, reprint, versions that have been available for many years. Now all the manuals are on one CD, and the price is considerably less than the cost of just one manual.

However, our CD is different than the others. The text on our CD is searchable. For instance, you could search for the words "power steering" and the software will locate each occurrence. The text is also much clearer. In short, it is a much better product, and we've got it. It is all in the processing, but I won't bore you with those specifics.

Currently, the manuals that are available on CD are the *1956 Studebaker Golden Hawk Chassis & Body Parts Catalog*, the *1956 Studebaker Golden Hawk Authenticity Guide*, the *1956 Studebaker Accessories catalog*, the *1956 Studebaker Passenger Car Owners Manual*, and the *Warner Overdrive manual*. (NOTE: The Accessories Catalog, and the Owners Manual do not have searchable text)

Pat Doherty helped with the front end processing of the CD. He wrote the software that allows the CD to load automatically and bring up a menu which makes navigating the CD pretty simple. Even I can do it!

I am still working on a few aesthetics, but I hope to have the CD ready for shipping by mid October. See the *56J Club Items* section of the want ads for ordering information.

56JONLY MESSAGE GROUP

Q&A posted on new web site

New member Scott Reid has set up a message group on the web through Yahoo Groups. Now, members can ask questions and supply answers which are available to everyone who has signed into the group.

There has already been a flurry of activity and I think Scott has done us all a great service. To learn more about the 56Jonlygroup group, visit the web site at <http://groups.yahoo.com/group/56Jonlygroup>

It's not perfect, there is advertising, and I found it difficult to navigate. With my regular modem, it takes too long to get each message loaded. But, it works!

Although I won't be monitoring the group, I have checked it from time to time, and I see there has been a lot of activity. If this gets our members involved in some useful dialog, that does meet one of our goals, so thanks Scott for starting it.

I want to make one very important point. The information presented on the message group is not sanctioned, approved, or endorsed by me or our Register. I've seen some statements which, I feel, are false, so I hope everyone will keep an open mind.

NOW, A LITTLE BIT ABOUT EMAIL

The right time and the right place

Email allows us to communicate more quickly than conventional mail, and at less cost than the telephone. Unfortunately, many people feel compelled to send me jokes, and messages about a particular cause. I know you mean well, but I'd like to keep my email address for club related messages. Take a look at it from my point of view.

I get about 100 messages each day, 95% of which is junk. Parading through the junk to find the few good messages is quite the challenge. Once my email address is included in someone's mass mailing, I start getting email from total strangers. I receive at least 3 messages a day, with a virus attachment. How much fun that is!

If you must send me jokes and other propoganda, please use my address at fjagh@yahoo.com. It is always good to hear from you, so if you must send this stuff, please use that address. There is a right time as well as, a right place for this kind of exchange, and the club email address is neither. I hope you will understand.

DINNER IN SOUTH BEND-AGAIN

Jan Bella, Brenda Markin, Pat Doherty, and Bob Palma made our dinner the best one yet.

We had the largest gathering of 1956 Golden Hawk fans at our dinner in South Bend during the 38th Studebaker Drivers Club International Meet. About 60 people showed up for our dinner and it turned out to be one interesting evening.

As many of you know, I try to set up some kind of dinner at the meet. This hasn't always been easy, as it is difficult for me to make the arrangements by long distance.

Since two of our members live in South Bend, I wrote to Jim & Jan Bella to ask if they could recommend a place, and possibly

help coordinate it. Jan jumped right in and set up everything with Brenda Markin, who is the owner of *The State Café*. The Café is located a half block from the host hotel, so for convenience, this was perfect.

Brenda, in turn, took care of the rest and we had the best meal and the greatest time eating and socializing. *The State Café* is not open for dinner, so we had the entire place to ourselves. It proved to be the best bargain at the meet.

Normally, all we do is eat and hopefully get to know each other a little better. However, this night was special. Pat & Karen Doherty brought the famous 56J that was sold new by Lu Palma, father of *Turning Wheels* Cooperator editor, Bob Palma. Pat bought the car from George Shirley, and restored it to perfection (390 points at the show) in about 16 months.

Karen had put together a computerized slide show, which Pat was able to project on the wall, as he detailed the entire process. Pat & Karen invited all the previous owners to attend. George Shirley was the only one who could make it. The original owner, Mrs. Riley McClain, was unable to attend, so Pat stopped by to show her the car in Paris IL on his way to the meet. She is 95 years young and the picture of health.

We were joined by the Palma family, who attended at the request of Pat Doherty. Bob, of course, is the editor of the Co-operator column in *Turning Wheels*. His parents, Lu & Alice owned the dealership from where the original sale took place. Lu's "younger" sister Libby Klug also attended with her husband Bob. It was great to hear Lu Palma's perspective about the car and other things Studebaker.

So, if you were at the meet, and did not attend the dinner, *thanks for staying away*. Truth is, we didn't have any more room, although we still had plenty of food. The response was much greater than I had ever expected. Brenda was so accommodating and she made the adjustments "on the fly." She was simply a joy to work with and my special thanks to her for being the right person for the job, and to Jan Bella for making it happen. Good ideas and good people mean good results!

THE 56J WITH A FACTORY 374"

Done with smoke and mirrors

Member Bill Hunt purchased his car in 1999 and decided to do a full restoration. Bill & Carolyn made several visits to my house to look at my car and discuss the project. During the course of one conversation, Bill

noted that his mechanic stated that the engine in his car was a 374 CID V8.

Bill also noted that the engine number stamped on the block was the same as the one on the original production order. This presented quite a mystery until the answer was provided by Joe & Nancy Bacon.

Joe and Nancy owned this car in the early-mid 1970s and, at one point, they had to replace the engine. They installed a 374" Packard and the person who did the work stamped the original engine number on the block. The result was a car with all the matching numbers.

This is just one more example of how a car can appear to have an original component, and still not be the case. Almost half a century, and several owners can obscure the history of any car. Luckily, Joe and Nancy were available to explain this anomaly.

JUDGEMENT DAY

And the new math where: 2 x 4 = -3

Several members had their cars judged at the recent SDC International Meet in South Bend, and all did well. Congratulations to everyone who brought their car to the meet. It was really great to see so many 1956 Golden Hawks on display.

Late in the day, I was approached by Stu Chapman and Rene Hargar, two of the four judges in the C & K Division. They mandated that I should notify our members that cars with the dual four barrel carburetor setup are subject to a (3) point deduction.

I wrote to Chief judge Jim Pepper to ask for a clarification. Here Jim's reply:

Dear Frank,

Glad to hear your judging opinions. Generally speaking, accepted dealer installed options were items that are listed as factory accessories or options.

A good example is a radio. Many cars came from the factory without a radio. A lot of buyers opted to have the dealer install a factory radio. This is fine. If the dealer put in a Radio Shack radio, it is not correct. Some dealers sold aftermarket parts. If a buyer had the dealer install an aftermarket part on a new car, it is a non-authentic part. Who put it on really does not matter.

The 2X4 setup was a Packard item. It was never offered on a Golden Hawk, nor was it available as a Studebaker accessory part.

Thus it will receive an authenticity deduction. Yes, I know that Studebaker was Studebaker/Packard in 1956, but the 2X4 setup had a Packard part # on it. It would be like the popular substitution of using a Cadillac AFB on the primary of the 409 Chevy. Both were GM parts and some were done by GM dealers. It is still incorrect.

I agree that a 2X4 Packard engine is impressive looking and I don't fault anyone for installing this setup if they have one. The judging committee has recommended to change the variable 1 through 6 point authenticity deduction to a flat 2 points. The reasoning is that an item is either right or wrong. There is no degree of correctness. At least this way, you will know how many points you will be sacrificing. Approval of this item should create some consistency in deductions for authenticity items. The SDC board will vote on this and other judging issues shortly. The results will be published in T.W. soon.

I am always glad to receive feedback regardless of the opinion. Please feel free to comment anytime. The more the better.

Well, Jim's answer certainly has merit. After all, SDC has its rules regarding judging, and anyone participating, is bound by those rules. The important point here, is to make sure everyone is aware of those rules.

Studebaker had contemplated adding the dual four barrel option for the 1956 Golden Hawk. They even assigned a part number, 1541805, and listed the individual parts.

We know they didn't come from the factory that way! If you choose the dual four barrel carburetor setup, and have it judged at an SDC show, you will receive a deduction, unless you enter in the modified class. From a personal standpoint, I'd sacrifice the few points any time, in exchange for the look and excitement of the dual four barrel setup.

I think Studebaker-Packard "stepped on its own crank", when it scrapped plans for part # 1541805.

TURNING THE TABLES

Your hard work has helped make our club so enjoyable for me

Nothing about our club gives me more pleasure than to receive a note from a member indicating that he finished his project. Jean Thompson, Pat Doherty, Deborah Shipione, Don Girvan. Doug Jackman, and Tom Aylward are a few who come to

mind. They took on the job and saw it through to completion. I know that many of you have been sitting on your project for years, and in some cases, decades.

I read somewhere that only one of ten restoration projects ever gets finished, so if you are in the select 10% group, you can be very proud of yourself.

Two restoration projects that came to completion are particularly gratifying. Bill Ladroga and Bill Hunt each restored a 1956 Golden Hawk, brought it to South Bend, and won a first place award. Bill Ladroga did it in 1997, while Bill Hunt did it in 2002. Both cars were painted in the Mocha/Doeskin combination.

They each came to my house early in their restoration, and each seemed to like the way my Mocha/Doeskin car turned out. Then they embarked on their own restoration journey, and in each case, my car pales by comparison. The students showed the teacher how it should be done.

Thanks to all of you who have worked your project through to completion, and special thanks to those of you who have gone to the trouble to show it at an *International SDC Meet*. It is the hard work, by people like you who make our club so enjoyable for me.

THE MAILBAG

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

(Edited as required.)



BRENT HAGEN Portland Oregon
June 04, 2002

I just received the latest copy of 56J ONLY and read that you were wondering about the original color of carpet of the G & W 56J's. I corresponded with Geoff Fors a few years ago about this. His car still had some of the original carpet in it when he bought it. He sent me a swatch of it and we both agreed it was a very, very dark green.

I also have talked to Rene of *Phantom Auto* and Jim of *Quality Auto Carpet* in Chicago about the availability of dark green Daytona weave carpet like our original. Both said that all that is available that would be close is black.

The Daytona weave carpet is one of the most expensive carpets, used in only the top end cars because of its expense. As to cost,

Rene asks \$400 for a carpet set and Jim asks \$393, so they are about the same.

Hope this answers some questions regarding the original carpet for our Ceramic Green, Snowcap White 56Js.

(Brent sent another letter on 9/20/2002) Just thought I would touch base with you on my 56J steering wheel. I received an envelope from Don with some samples of different colors. I looked them over and compared them against my nos 56 sedan steering wheel. 11033 was the closest match but was not quite white enough. I called Don the day before yesterday and he happened to be casting a white steering wheel, so he was going to mix up some more samples and see if he can come up with a closer match.

The cores I got from Dwayne were all missing the stainless trim rings, so Don is going to try and improvise and come up with something that will work-such as a Ford hand crank clip that is stainless and about the same diameter.

I have been driving my 56J to work. The "new" engine runs great. I got the timing all dialed in and had to lean out the fuel mixture in the carb by installing larger main metering rods in the primary-got tired of all the fuel going out the exhaust pipes and leaving carbon on the tail pipe extensions!

I also had my 3:07 TT rear end serviced by a rear end shop just outside Portland. The guy who performed the work used to be a mechanic and service manager with a Stude dealership in Portland and started this business in 1967. He said that the Dana rear ends have changed little in over 40 years since our Studebakers were manufactured.

I guess there were several improvements made to the original twin traction units. Mine came from a '61 Hawk and has a more modern unit. Ed put new clutches in mine and it works great. I thought it quite interesting that you can update your existing rear end with a new Dana TT. I am not sure what the cost would be. I acquired the 3:07 TT in a trade.

Oh, I also was advised to put 3 degree wedges on top my rear leaf springs to better line up by differential with the rear portion of the two-piece drive shaft. The wedges only cost \$11.85 ea.

JIMMIE FACKLAM LENEXA KANSAS
July 2, 2002

Lockworks Chrysler/Plymouth ignition lock LC14400 will fit perfectly in the ignition switch of a 1956 Golden Hawk.

It is about \$5.50, is available at most any parts store, and comes with two keys.

RUBEN MARES

August 22, 2002

Subject: Seat Belts?

I finally got my '56 Golden Hawk Studebaker on the road again.

After 20 years dormant, we rolled it out of my daughter's garage and to a mechanic's garage in East Los Angeles. They got it started after rebuilding the 12 volt starter and other minor factors.

The car is registered with the Department of Motor Vehicles, but car insurance remains a problem for me. AAA Auto Insurance wants my car appraised privately to the tune of \$350.

And then, there is the issue with seat belts. Where can I find some Studebaker Seat Belts and how do they attach to the car?

Any information would be 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.**

390 David Fergusson 731 Navajo Dr
Lake Charles IA 337-855-5123
Email cfiih@aol.com

391 Scott Reid 4257 Old Leeds Rd
Mountain Brook AL 35213 205-298-7242
Email scott.reid@ieee.org

392 Joe Bacon 1701 E Lawrence Av
Indianapolis IN 46227 317-783-4721
Email jpwhttail@aol.com

393 Andre Betit 1280 Houghton Lane
Bennington VT 05201 802-442-6784
Email abetit@rizzo.com

394 Jim Phelan 5275 Crestview Heights Dr
Bettemdorf IA 52722 563-332-4386
Email phelan@netexpress.net

395 Nick Nichols 2756 Golden Gate Av
San Francisco CA 94118 414-387-6896
Email 3nichols@springmail.com

396 Nils Christiansson
Ludvigsborg Ringvägen 7

24394 Höör Sweden
Email tng381u@tninet.se

397 Ray Turner 24674 Paseo De Toronto
Yorba Linda Ca 92887 714-692-1615
Email rayturn@earthlink.net

398 Jerry Cogswell PO Box 429
Los Lunas NM 87031 505-865-5291
Email jerycar@aol.com

399 Fred C Howard 8508 121st Av SE
Snohomish WA 98290 360-568-1488
Email galzxie.500@prodigy.net

400 Brian Scott 164 Stonefield Dr
Statesville NC 28677 704-528-0207
Email bscott@alltel.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

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. Packard 352 engine, 51,000 actual miles. Recent valve job and new lifters (didn't know about the oil pump problem). Distributor modified for electronic ignition, harmonic balancer has been bolted together and there is a short in the starter circuit somewhere. Bob Modell San Diego 858 270 2729 modell@san.rr.com 08/02

Wanted: A complete power steering set-up for 56J, to include automatic shift column. Joe Hall JHall20613@aol.com (05/2002)

Wanted: Needed Dome lite body with switch for 56 Golden Hawk. Thanks Stanley Krohn sskrohn@msn.com (05/2002)

For sale: Rebuilt 352 Packard Engine, Rebuilt T-85 3 speed OD, Two Power Steering Units, Complete Front Undercarriage, Complete Front Seat and Frame, Lots of Stainless Trim. Best offer. Gene Dallas Texas, Tel 972-359-6889, Email PWiggs9414@aol.com (03/2002)

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. E-mail: ghawk352@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)

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, 2620 Lakeview Dr, Junction City, WI 54443. 715-341-9470 or studebaker@g2a.net

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

Electronic Ignition Modules for your 1956 Golden Hawk. Use the tachometer sending unit as with the points system. John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840. Check out the Web site at www.studebakerfarm.com or Email to studefarm@yahoo.com

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. E-mail: ghawk352@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 Hagen, 6220 SE 55th, Portland, OR 97206-6800

1956 Golden Hawk Window Price Sticker

The design of the sticker represents what Studebaker might have done had they made one for the 1956 Golden Hawk. It is based upon the general design of stickers which were actually done during the period 1959 thru 1966. You only need send \$40 along with the serial number and the options/accessories which were originally on your car (a copy of the production order would be very helpful). If your car has been repainted and options/accessories added or deleted and you want the sticker to reflect the car as it is now just include the appropriate information. I have all the prices so this will not be required from you. If you have any questions I can be reached at: [<rtql@aol.com>](mailto:rtql@aol.com) telephone 708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448 (NOTE: See color version on the web site)

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, 815-722-7262, Internet: rkapteyn@mcs.com.

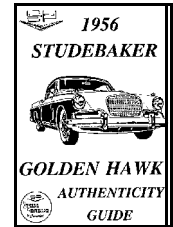
Bondo Billy's merchandise web store has T-shirts, sweat shirts, license plates, mugs, steins, mouse pads, etc. Silkscreen or custom printed with photographs & drawings. Please take a look at our web site at www.bondobilly.com/store.html

NEW & USED Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts. Stephen Allen's Auto, PO Box 559 Newberry, FL 32669 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

1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE. Most of the quirks are documented in this guide with 30 color photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories \$20.00



CD VERSION OF 1956 STUDEBAKER MANUALS

The Parts Catalog, Authenticity Guide, 1956 Car Owners Manual, 1956 Accessories Catalog, and the Warner Overdrive Manual, PDF format, viewable with Adobe® Acrobat® Reader (included) \$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-TAGS-PATCHES

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, parts lists, illustrations, alphabetic index, numeric index, plus lists for service bulletins, utility items, and accessory codes. \$30.00.



IN THIS ISSUE

PAT DOHERTY BRINGS HIS COMPLETED RESTORATION TO SOUTH BEND.

LU PALMA OFFERS HIS THOUGHTS ON PAT DOHERTY'S RESTORATION EFFORT.

1956 GOLDEN HAWK PARTS CATALOG AND AUTHENTICITY GUIDE ARE NOW AVAILABLE ON CD.

SCOTT REID HAS STARTED A MESSAGE BOARD FOR 1956 GOLDEN HAWK OWNERS ON THE WEB.

DINNER IN SOUTH BEND PROVES TO BE MOST INTERESTING.

BILL HUNT'S CAR APPEARED TO BE FACTORY PRODUCED WITH A 374 CID V8, BUT WAS IT? (NO)

DUAL FOUR BARREL SETUP WILL COST JUDGING POINTS AT AN SDC INTERNATIONAL MEET.

SOME MEMBER'S RESTORATIONS TURNED OUT BETTER THAN THE EXAMPLE THEY USED FOR A GUIDE.

BRENT HAGEN HAS SOME INFORMATION ON THE CARPET USED IN CERAMIC GREEN/SNOWCAP WHITE CARS.

JIMMIE FACKLAM HAS AN INTERCHANGE FOR THE IGNITION SWITCH.

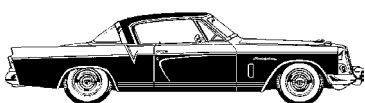
RUBEN MARES GOT HIS CAR ON THE ROAD, BUT NEEDS INFORMATION ON INSURANCE AND SEAT BELTS.



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