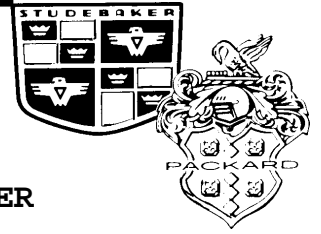


56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com

NUMBER 044

ESTABLISHED JANUARY 1, 1989

FEBRUARY 2003

STILL FUN, STILL FREE, STILL HERE!

Even after 14 years we've stayed true to our philosophy

When I started the Register in 1989, my plan was to locate every remaining 1956 Golden Hawk, and provide a method by which the owners could communicate.

Finding all the remaining cars is probably not possible, but we have certainly tracked down more than anyone realized existed. As for the condition of many of these cars, your guess is as good as mine. I know that many of them are sitting in fields, rotting away.

However, as long as they are resting somewhere on the planet, there is still hope for them. There is always the chance that someone with great perseverance, many extra dollars, and no financial sense, will tackle the restoration.

The idea behind the communication was to provide information and help, something that was sorely lacking for the 1956 Golden Hawk owner.

It appears that we have been able to make great strides in accomplishing our goal. The newsletter has provided a permanent source of documentation and also served as the main method of communication. The internet has expanded on that effort with the development of our web site. Electronic mail has also enhanced our ability to communicate, and with the new 56J Message Group, that Scott Reid started, members are exchanging ideas and getting help, like never before.

The only item I can think of, that I've had to change from my original concept, is back issues of the newsletter. Initially, I planned to issue all the back issues to every new member. The idea was that anyone who joined, regardless of when that was, would have access to all the information.

As the membership grew, and the number of issues increased, that philosophy became

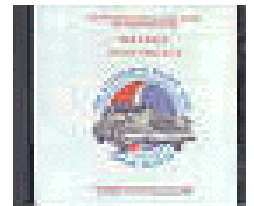
financially unfeasible. Instead, I have had to charge for the back issues, and as a consequence, many members have elected not to receive them. I can't say that I blame them. At \$1.00 an issue, the price is now over \$40.00.

The proliferation of computers during the last decade, means that a great many of our members have PC access. Therefore, I can now offer the back issues on CD at a price that is substantially lower. Please see the following story:

BACK ISSUES ARE NOW ON CD

Available in Adobe® Acrobat® Reader format

Last time I reported that I had been able to convert the Parts Catalog and Authenticity Guide to make them available on compact disk. This CD also contains the 1956 Owners Manual, Accessories Catalog, and the Overdrive service manual.



I decided to expand on that theme, and now I can also offer all the back issues of 56J ONLY, on CD. The files were converted from Word Perfect to Adobe® Acrobat® Reader PDF format. I chose this format, because it produces an output that most nearly approximates the printed versions.

The CD takes up far less space than do the printed version. If a printed copy of any issue is desired, it is a simple matter to accomplish.

As with the MANUALS ON CD, this one will also cost \$20.00 which includes shipping. I've added this item to the Want Ads page in the 56J CLUB ITEMS section. Please check that area for ordering information.

THE "XH" ENGINE

8.25-1 ratio engines for Canadian delivery

Richard Quinn sent me a copy of a letter from the Studebaker Division:

Date: April 2, 1956.

From R. D. Feick Engineering Division

To A. Vogler, Car Order Div.

Subject was 56J Model (Golden Hawk) Built for Canadian Delivery.

It is considered advisable that henceforth all 56J models built against Canadian orders be equipped with 8.25-1 compression ratio engines unless otherwise specified.

Two released engines, Part #1541580 (overdrive transmission) and Part #1541581 (automatic transmission) are currently available for this purpose and for visual identification and service handling an Engine Serial suffix "XH" distinguishes them from the standard 9.5-1 compression ratio engine.

In the future Studebaker Packard of Canada, in processing orders for the 56J model, will specify the 8.25-1 ratio engines and this letter may be taken as authority to line set the affected units accordingly. In other words we are to consider the 8.25-1 or "XH" engines to be standard for Canadian delivery and the 9.5-1 or domestic ratio applies only when so specified on Canadian orders.

Mr. Petty will arrange to properly identify in the Parts Catalog the parts which are peculiar to the "XH Engines.

- - - - -

I checked the production orders and the first car to show the Engine Serial Suffix "XH" was 6032607, equipped with the overdrive. The Final Assembly Date was April 3, 1956, one day after the date of the letter from R. D. Feick.

Everything seemed to be in order until I discovered that the destination was listed as Paducah KY. Now I happen to know that Windsor Ontario is south of Detroit Michigan, but I think Paducah is a bit of a stretch. A total of twenty six production orders had the "XH" nomenclature, and of those, only 6 showed a Canadian destination.

There is another code, identified as "LC HEAD" on many production orders. Hand written on most of these is the 8.25-1 compression ratio. Counting these 33 cars, left us with a total of 59 cars showing the "XH" engine suffix, and/or the LC HEAD

indicator. Of this final total, only nine were destined for Canada. Oddly, all the cars, except one, had the LC HEAD designation. The exception was the car that went to Paducah KY.

To summarize, some cars destined for Canada had the "XH" suffix, and some did not. Among the exports, other than to Canada, some had the "XH" suffix and some did not.

I don't know what any of this means, but just to get it documented in our archives, I've listed all the cars below.

SERIAL	ENGINE	FINASMDT	LC	DESTINATION
6032473	S3777	03/22/56	X	LAUSANNE SWITZERLAND
6032506	S3728	03/28/56	X	SAN SALVADOR EL SALVADOR
6032544	K1571	03/29/56	X	CALCUTTA INDIA
6032607	K1546XH	04/03/56		PADUCAH KY
6032658	S3529	04/10/56	X	VADUZ LIECHTENSTEIN
6032666	S3498	04/10/56	X	ROME ITALY
6032678	K1550XH	04/10/56	X	HAMILTON ONT CANADA
6032682	K1552XH	04/11/56	X	HAMILTON ONT CANADA
6032685	S3823XH	04/11/56	X	ROME ITALY
6032689	S3816XH	04/11/56	X	AMILTON ONT CANADA
6032690	K1549XH	04/11/56	X	PANAMA REPUBLIC OF PANAMA
6032696	S3822XH	04/11/56	X	ROME ITALY
6032716	K1545	04/12/56	X	ORANGESTAD ARUBA N W I
6032762	K1548	04/17/56	X	HAMILTON ONT CANADA DETROIT VI
6032776	K1538XH	04/18/56	X	LUGANO SWITZERLAND
6032794	K1539XH	04/20/56	X	STOCKHOLM SWEDEN
6032795	S3836XH	04/20/56	X	LUGANO SWITZERLAND
6032801	K1551XH	04/20/56	X	GOTHENBURG SWEDEN
6032804	S3821	04/23/56	X	HAMILTON ONT CANADA
6032816	K1541XH	04/23/56	X	BERN SWITZERLAND
6032831	S3835XH	04/24/56	X	UNITED STATES MISC
6032833	K1543XH	04/25/56	X	OKINAWA RYUKYU ISLANDS
6032835	S3334XH	04/25/56	X	PARIS FRANCE
6032836	S3831XH	04/25/56	X	MARACAIBO VENEZUELA
6032839	S4065	04/25/56	X	DUSSELDORF GERMANY
6032841	K1544XH	04/25/56	X	SAN SALVADOR EL SALVADOR
6032851	K1540XH	04/26/56	X	TEHERAN IRAN
6032860	S3820XH	04/26/56	X	BASLE SWITZERLAND
6032863	S4098	04/26/56	X	BASLE SWITZERLAND
6032869	S4094	04/27/56	X	PARIS FRANCE
6032878	K1547XH	04/27/56	X	HAVANA CUBA
6032900	S4096	05/01/56	X	THE HAGUE THE NETHERLANDS
6032960	S3999	05/09/56	X	MILANO ITALY
6032967	K1705XH	05/10/56	X	SAN SALVADOR EL SALVADOR
6032977	K1542XH	05/14/56	X	GOTHENBURG SWEDEN
6032989	S4085	05/15/56	X	HAMILTON ONT CANADA
6032993	S4088	05/15/56	X	UNITED STATES MISC
6032994	K1704	05/15/56	X	STOCKHOLM SWEDEN
6033008	S4077XH	05/16/56	X	HAMILTON ONT CANADA
6033009	S4087	05/16/56	X	PARIS FRANCE
6033011	S4078XH	05/16/56	X	HAMILTON ONT CANADA
6033019	S4075	05/16/56	X	CARACAS VENEZUELA
6033020	S4076	05/16/56	X	CARACAS VENEZUELA
6033030	S4072	05/22/56	X	CARACAS VENEZUELA
6033034	K1708	05/22/56	X	HAVANA CUBA
6033035	S4081	05/22/56	X	HAVANA CUBA
6033051	S4084XH	05/23/56	X	HONOLULU HAWAII
6033057	S4090	05/24/56	X	ZURICH SWITZERLAND
6033065	S4089	05/25/56	X	AGANA GUAM
6033067	S4100XH	05/25/56	X	HAMILTON ONT CANADA
6033068	S4095	05/25/56	X	PANAMA REPUBLIC OF PANAMA
6033086	S4080	06/13/56	X	UNITED STATES MISC
6033091	S4086	06/14/56	X	UNITED STATES MISC
6033110	S4082	06/19/56	X	HAVANA CUBA
6033129	K1709	06/20/56	X	BAHRAIN ISLANDS
6033139	S4093	06/21/56	X	MARACAIBO VENEZUELA
6033385	S4073	08/10/56	X	PARIS FRANCE
6033430	S4068	08/14/56	X	UNITED STATES MISC.
6033446	S4067	08/14/56	X	NURNBERG GERMANY

THEY COME AND THEY GO

Members drop in and out of our Register

Since our inception in 1989, 408 members have joined our Register. Of course, not all of them are still members. Many have been dropped for various reasons.

Quite a few were dropped because I hadn't heard from them for several years. Since there are no dues, there is no yearly contact. To help rectify this situation, I try to update my records each time I make contact with anyone. This contact can be the result of our saying hello at an SDC meet, a phone call, an Email, your sending in a want ad, or a donation, among others.

Every year, I send a letter and registration form to those who haven't been heard from during the previous 4 years. I ask them to return the form to me, or they will be dropped from the register. The return rate is normally about 60%. This past October, I mailed 35 such letters. Only 22 of those recipients responded. The other 13 are no longer members.

Unless they respond, I don't know if they are getting the newsletter. I also don't know if they still own their car. Some times, I have to drop people who have been members for over a decade. I hate to lose them, but I simply have no choice.

HOW MANY ARE LEFT?

The number of remaining cars is a mystery

Often I'm asked how many cars we've located. The current roster of 267 members, accounts for 305 cars. However, sightings are often reported to me. I don't count this group in our list, unless I can get confirmation from the owner, and he registers the car with me.

Presently, there are 148 cars in this unconfirmed group. This would mean that we have found 453 cars. If someone eventually purchases a car from this second group, and registers it with me, I just change it from the unconfirmed category and add it to our roster.

We also have confirmation on the serial numbers of 25 cars that have been scrapped. Of the 4071 Golden Hawks produced in 1956, it is most likely that fewer than 500-800 have survived.

In any case, we will never have a definite and accurate number, but we certainly have the best accounting anywhere.

HOW MUCH DOES THE ENGINE WEIGH

Easy, just compare weights from a 56 & a 57 Golden Hawk (or not)

Through the years, so much has been said and written about the heavy Packard V8. We've also been told how much better the weight distribution is on the 1957 Golden Hawk. I can only assume that the engine played a major part in the change from one year to the next.

Replacing the 352 CID Packard V8 with the lighter 289 CID Studebaker V8, resulted in a car that had much better handling. Even with the supercharger, the weight was far less than the 1956 model. Perhaps the positioning of the engine also contributed to improvement in weight distribution.

I've often wondered what was the actual difference in pounds between the two engines, and how much the supercharger added to the weight of the 289. Does anyone really know? I've heard numbers ranging from 450 pounds to over a thousand pounds, as the weight of the 352 V8.

I figured that I could tell by simply looking at the overall weight of the two cars. However, there seems to be some confusion here. The Standard Catalog of American cars lists the following weights for the two cars:

1956 Golden Hawk	3360 pounds
1957 Golden Hawk	3400 pounds

How can this be? A 1957 Golden Hawk weighs 40 pounds more than a 1956 Golden Hawk. Perhaps the steel fins on the 1957 weigh several hundred pounds more than the fiberglass fins used in 1956. According to member Brent Hagen, there is very little difference in the weight of the two style fins.

Richard Quinn sent a copy of a letter from the Studebaker Division dated October 24, 1956, which lists the weights for the two cars.

1956 Golden Hawk	4315 pounds
1957 Golden Hawk	4090 pounds w/SC
1957 Golden Hawk	4089 pounds wo/SC

The above test weights are road load plus 600 pounds.

This would lead us to believe the 352 V8 weighs about 225 pounds more than the 289 V8. However, I am concerned about the accuracy of this when it also indicates that the supercharger weighs exactly one (1) pound. I still haven't found an answer that satisfies me. Does anyone else know?

HOW FAST DID THEY GO

Numbers vary, but we have an official one



Through the years, I've read and heard many stories about the 1956 Golden Hawk's top speed. Some statements indicate the car could reach speeds in excess of 140 MPH. I've heard stories where someone drove their 1956 Golden Hawk to some designated speed, while in a particular gear.

Nearly half a century later, I'm not sure why it matters, as I doubt that anyone is going to push his stock 1956 Golden Hawk to the limits of its ability. However, for the purposes of setting some sort of official documentation, I can relate the following.

Richard Quinn sent a NASCAR Certified, Official Certificate of Speed from the Annual Speed Weeks - Daytona Beach, Florida. It states: *This is to Certify that Wallace Chandler drove a 1956 Studebaker Golden Hawk through the measured mile, one way, for an average of 127.343 miles per hour as recorded and checked by NASCAR officials. Date February 21, 1956 Signed William H. G. France President, National Association for Stock Car Auto Racing, Inc.*

Since this trip was a "one way" trip through the measured mile, I must assume that the "average speed" is also the actual speed. Bob Coolidge has a web site devoted to Studebaker's racing endeavors, and he has information on Wallace Chandler. His web site is at www.studebakerracing.com. Both Richard and Bob feel that this car was serial # 6031218.

I found that interesting. When I was doing all my work with the original production orders, I noticed that this one had a destination of Mechanix Illustrated. Hand written above that were the words, "Daytona Beach". The time frame seems to fit, as the Final Assembly Date was January 9, 1956. The Date Shipped was January 13, 1956. The following story has more information on this car.

THE MECHANIX ILLUSTRATED 56J

Tom McCahill puts it to the test

I have a copy of the April 1956 issue of Mechanix Illustrated. Tom McCahill's report begins on page 94. Tom indicated that the car had less than 50 miles on the odometer. If this is the same car driven by Wallace Chandler, I wonder who was first. I guess it's possible that they both ran their tests on the beach, during the same period.



Many items in Tom's report confirm that 6031218 is the car he tested. The production order shows the car was painted P5634 Romany Red/Snowcap White. The car in Tom's report was two-toned, however the photos are all in black and white. Tom also states that the car was "loaded like a sailor on his first night in port - with power seats, power windows, power steering, and Packard's UltraMatic transmission."

All of these items are consistent with the production order. The Production order also listed power brakes, but Tom failed to mention this item. However, one of the photos clearly shows the power brake booster. Another photo offers a great view of the seat belts, which were also shown on the production order.

Other photos, consistent with the production order show dual side mirrors, standard wheelcovers, white side wall tires, push button radio, and rear exhaust deflectors.

Tom thought he could attain a top speed of 130 mph, but on his test runs, he quit at about 120 mph. He stated that "because of my deadline, I couldn't wait for a smooth beach, which sometimes means a delay of weeks. The measured mile at Daytona Beach where I made my tests had more dips in it than a roulette wheel." "What would this Hawk have done if the beach had been good? It is my sincere belief that it would have just topped 130 and stayed there as steady as a smile on Mona Lisa."

"After my beach runs, I went over to Bob Osiecki's Racing Equipment Company. He was preparing a Golden Hawk for the Trials and after a lot of multiplying, squaring, cubing, dividing and consideration of gear ratios and tire size, we came to the

conclusion that the stick job, unloaded, should run 135-plus on the beach, if conditions are right and the engine tuned to the teeth."

So, there you have it! The Golden Hawk should run somewhere in the 125-135 mph range. I seriously doubt that I'll be running a test of my own. The most important thing to remember about driving at high speeds is that, somewhere along the way, you have to stop.

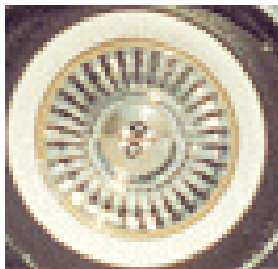
I've had my car up to about 75 or 80 mph once or twice. Then, I remember that the brakes on this car were rebuilt by ME. As fear strikes my soul and my life flashes before me, there is a magical communication between brain and right foot. This causes a drop in speed and a return to normal. I can safely say that this may be the only time that the name, Frank Ambrogio, and the words ace mechanic, appear in the same sentence.

If you've had any adventures with top speed in your Golden Hawk, let me know (I guess you lived to tell about them!) I'll print your devil may care, exploits in the next issue. If you plan to do it again, let me know well in advance. My brother-in-law owns an insurance agency!

STUDEBAKER WHEEL COVERS AC-2799

Richard Quinn via email

Just a quick update on the 1956-61 Studebaker full disc wheel covers (AC-2799). Unfortunately I did not get the required number of pre orders that I had hoped for. I have, however, decided to go ahead with the project and have placed an order with my supplier.



In order to try to make up for the difference I will have to increase the price from my initial estimate of cost of \$400 per set to \$500 per set. I apologize for this "bait and switch" but with my initial outlay is over \$30,000 and I am not in a position to put that much money up front without having a fair chance for a payback in a reasonable length of time.

If you do not wish to participate in the project at the new price I understand. I would only ask that you get back to me as soon as possible to let me know whether you still wish to order a set.

I have been given a tentative delivery date of mid March 2003. I'm not requesting any money at this time. If you decide you still want to order you will be notified as soon as the caps are delivered to me. Of course the caps are unconditionally guaranteed for quality, authenticity and fit.

Again, I request you contact me regardless of whether you want to participate or not. I will be most glad to respond to any questions you may have.

RICHARD KAUFMANN MAKES THE GRADE

His car appears in a 2003 calendar

Richard Kaufmann's 1956 Golden Hawk is the featured car for the month of January in the 2003 Hemmings Studebaker calendar. The car looks fantastic. Someone brought a copy of the calendar to our local Studebaker Drivers Club chapter meeting.

Opening it to the first page was quite a pleasant surprise. Richard's car is not painted a stock 1956 color. In fact, it looks more like the gold used on the 1957 Golden Hawks. But it looks pretty good to me. Maybe Studebaker should have offered this color in the Golden Hawk's first year of production.

Congratulations Richard!

CAR VALUES REMAIN UNCHANGED

Old Cars Price Guide makes no changes

Each year I try to purchase the February issue of Old Cars Price Guide, from Krause Publications, to see if the value of our cars has changed. There was no change from last year's issue. A number one condition 1956 Golden Hawk still lists at \$29,000.

This is \$1000 more than a 1957 Golden Hawk, and is still among the top few Studebakers. Several 1955 models rank higher with the 1955 Speedster is valued at \$31,000, the President Hardtop at \$30,000, the Commander Hardtop at \$29,500, and the President 2 door Coupe at the same \$29,000 shown for the 1956 Golden Hawk.

The early post war convertibles are the only Studebakers in this range with the 1951 Commander priced at \$30,000 and the 1952 Commander listing at \$29,000.

Old Cars Price Guide indicates that a #1 car is one which has been restored to current maximum professional standards of quality in every area, or a perfect original with components operating and

appearing as new. It is stored in a controlled environment, isn't driven, and is brought to shows on a trailer. More accurately, the Guide states that, "In a sense, it has ceased to be an automobile and has become an object of art."

I don't know how many of you have a car that matches that criteria, but my car fails every test. Even though my car is not a #1 in condition and value, it is still #1 with me. Not that it really matters. The price is only important when you are buying or selling. A lack of both storage space and funds will prevent me from buying. Hopefully, my health and finances will allow me to put off selling.

I think I can live with that. I don't need any more old cars. It is hard enough keeping two running. The less time I have to spend on the cars, the more time I can spend on our club. Hopefully, we can keep it going for many years to come.

THE MAILBAG

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

(Edited as required.)



ROBERT ANDERSON Via Email 10-10-02

Just wanted to say "thanks" for being there and bringing back some wonderful memories.

I was a high school freshman living in St. Louis and walked eight blocks or so to school and spotted a pristine white '56 Golden Hawk sitting in a used car lot. I couldn't wait to get home to tell my Dad, who was a Stude fanatic. We went to the lot after dinner that night, and as luck would have it, they were closed. Dad called in sick the next morning and went down and bought the car making me the happiest kid in the neighborhood! The wait until I got my license was an agonizing two years, and I had dreams of driving dad's Hawk.

My dream came true one time only. Long after I could drive legally. I'd enlisted in the Army in June '66, and Dad came down to Ft. Leonard Wood to pick me up after graduating from Basic Training. We were dismissed, I did an "about face," and there was Dad standing beside the gleaming white Hawk holding out the keys and giving me a salute. I've never been so proud, and the drive through the Missouri countryside back to St. Louis was one I'll never forget.

A couple of years later, while I was in Vietnam, Dad blew the Hawk's engine and gave the car to my uncle, who repaired the engine, painted the car a hideous gold, and then gave it to his son who I suppose still has it, or what's left of it.

Now, I'm 55 years old, my Dad and uncle have both passed on, and I still dream of owning a white, 3 speed w/OD Golden Hawk. Good Lord willing, maybe someday.

JOHN POULOS

via Email 10-01-02

OK, cue the Twilight Zone theme again. Nate Nagel just got an e-mail from Brian Scott, the new owner of Mocha (56J) that is sitting in my driveway, next to Nate's 56J. OK, 2 56J's in my driveway is not that unusual. Two LA production 56's parked side by side is not THAT weird. Now here's the scary part:

Nate's vin: 6800139

Scott's vin: 6800140

What are the chances that two cars, together on the assembly line in 1956, should end up together almost 50 years later?

(NOTE: To really understand how improbable this is, you must realize that, not only are the cars consecutively numbered, but both cars were assembled in California. John, however, lives in Maryland.)

STEPHEN COLE

SYDNEY AUSTRALIA

October 31 2002

Thought I should drop you a line to say I have finally finished the 56J. I had to rebuild the motor, (new pistons) and completely rebuild the transmission. It was very hard to get someone who knew enough of the Twin Ultramatic and be confident in the end result, lucky a spare Ultramatic came with the car. The car is certainly a head turner. I really look forward to receiving the newsletter as I am not that good with the computer.

I had my steering wheel done for \$150 (it was a real basket case) and I painted it myself. It looks as good as a new one. It was done with epoxy.

PHILIPPE HANS

LAKE FOREST, ILLINOIS

January 1, 2003

I have decided to perform a frame-off restoration on my Golden Hawk.

1. I've preliminarily selected Old Coach Works Restorations, Inc., in Yorkville, IL,

to perform the restoration under the supervision of its owner, Robert Baker. Bob indicated during my visit to this shop that he talked to "a guy in Florida" who was helpful in identifying an engine paint color on a later-model Golden Hawk Bob recently restored for, and shipped to, a Japanese collector. Do you have any information you could share about this shop and owner?

2. I expect the Ultramatic transmission to present the greatest problem. Do you know of an expert to whom the transmission could be sent for rebuilding?

3. Bob Baker estimates the costs to amount to \$50-70,000. Is this reasonable for a frame-off restoration to "show-quality" condition?

4. I'm considering the installation of a windshield sun visor and a driver-side spotlight, the looks of both of which items I find desirable on a 50s car. Would you know where I could find these accessories?

5. Do you still sell back copies of your 56J newsletter? If so, I might order either an entire set for Bob, or individual issues, as need be.

6. I will definitely order one copy each of your 1956 Studebaker Golden Hawk Parts Catalog and the 1956 Studebaker Golden Hawk Authenticity Guide for delivery to Bob. I'm in the process of finding out whether Bob would want hard copies or the CD. You will receive my check soon.

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.**

401 Kendall Gibbs 24 Bosworth St
Barrington RI 02806 401-247-2015
Email lebaron41@yahoo.com

402 Clyde Stanton 1921 "O" Court SE
Auburn WA 98002 253-351-6439
Email stancan@earthlink.net

403 Donald Fitzsimons PO Box 312
Grottoes VA 24441

404 Ray Pearson 9151 Luea Lane
Swartz Creek MI 48473 810-628-0058
Email rpearson@swcrk.org

405 Ron Nesheim 405 Juanita Ave
Dell Rapids SD 57022 605-428-4841
Email herman56@siouxvalley.net

406 Wayne Detjen N8250 Oak Court
Algoma WI 54201 920-487-5109
Email wdetjen@itol.com

407 Ed Ordal 24709 459th Ave
Colton SD 57019 605-446-3313
Email ejordal@souixvalley.net

408 Raymond Laatz PO Box 32
Lemont IL 60439
Email zlaatz@aol.com

409 Richard Hellbusch 467 Hunters Trophy
New Braunfels TX 78132 830-609-0530

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: 1956 Golden Hawk ultramatic. New fuel pump, water pump, master cylinder, wheel cylinders, battery, tires, shocks, springs, hoses, stainless steel custom exhaust system. Rebuilt carb, trans, heater recored, gas tank boiled out. California car, 72,000 miles. Runs strong and fast. Paint is faded, some rust in rockers. Loss of job forces sale. \$11,500.00. 212-688-7205. e-mail. lcarvell@nyc.rr.com (01/2003)

For sale: 56 Golden Hawk excellent unrestored body, minimal rust. All glass is broken, but it is stored in my barn. I have an Alabama Title. I have parts from three Packard engines with one block missing, two Ultramatics. One engine is a 374 inch bored .020 with new cam bearings and a new set of .020 pistons. Engine is unassembled. ALL THE ABOVE PACKAGE DEAL \$3500.00 OR BEST OFFER. 1963 Lark Cruiser 1750.00. Dennis Duke, 5609 East County Road 60, Midland TX. 79705, 915-570-4165 drduke@swbell.net (10/2002)

WANTED: Shift Rods and shift levers for T-85 trans. Part #'s 1540179 and 1540207 shift rods and 1539603 and 1539601 shift levers. These parts are for a non-power steering car. Please call Randy at (856)358-7585 or e-mail R6Studel2@msn.com (10-2002)

For sale: AC-2799 reproduction Spoke Type hubcaps, delivery approximately April 1st. \$500.00 per set. Richard Quinn, 20026 Wolf Rd, Mokena IL 60448, 708-479-2658, FAX 708-479-8965, rtq11@aol.com (10/2002)

Wanted: Steering wheel in reasonable condition, Right tail light housing with correct notch for fender fin, Chrome rear view mirror (interior), Stainless trim strips for interior door panel (driver's side), Plastic horn ring medallion. Kendall A Gibbs, M.D., 24 Bosworth St, Barrington RI 02806, 401-247-2015, FAX 401-247-9249, lebaron41@yahoo.com (10/2002)

For Sale: Packard 374 engine complete from carburetor to pan. \$400.00, Jimmie Facklam 913-492-4533 KS. (10/02)

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)

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: rtq11@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 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

56J CLUB ITEMS

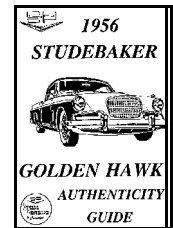
ALL PROCEEDS HELP MAINTAIN THE CLUB

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG (includes Update #1). 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.



\$35.00

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COPY OF THE ORIGINAL PRODUCTION ORDER for your car. Directly from the microfilm, so the only mistakes are those made by Studebaker. Send 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 (domestic shipment)

Make checks payable to Frank Ambrogio.

IN THIS ISSUE

OUR REGISTER IS STILL GOING STRONG IN OUR FOURTEENTH YEAR.

BACK ISSUES OF 56J ONLY ARE NOW AVAILABLE ON CD.

THE "XH" ENGINE WITH 8.25 TO 1 COMPRESSION RATIO WAS AUTHORIZED FOR CARS DESTINED FOR CANADA.

MANY MEMBERS AND CARS HAVE PASSED THROUGH OUR REGISTER.

MECHANIX ILLUSTRATED TEST CAR MAY HAVE ALSO RACED AT DAYTONA BEACH.

RICHARD QUINN HAS DECIDED TO GO AHEAD WITH THE AC-2799 WHEELCOVER PROJECT.

RICHARD KAUFMANN'S CAR APPEARS IN THE HEMMINGS CALENDAR.

JOHN POULOS TELLS ABOUT A MOST UNUSUAL SITUATION.

RICHARD ANDERSON TELLS OF SOME FOND MEMORIES HE HAS OF HIS DADS 1956 GOLDEN HAWK.

STEPHEN COLE UPDATES US ON HIS RESTORATION PROGRESS.

PHILIPPE HANS HAS DECIDED TO DO A FRAME UP RESTORATION ON HIS GOLDEN HAWK.



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