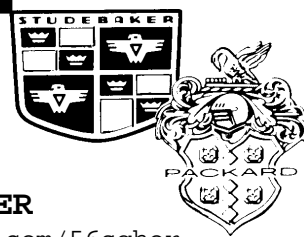


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com or <http://clubs.hemmings.com/56sghor>

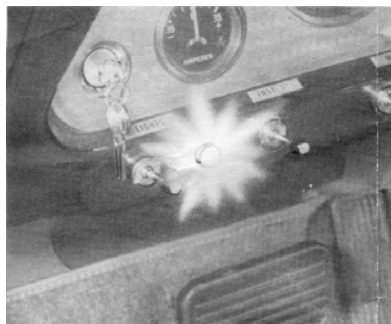
NUMBER 045

ESTABLISHED JANUARY 1, 1989

JUNE 2003

PARKING BRAKE WARNING LAMP

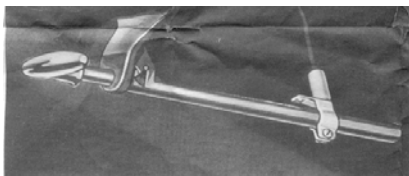
Little known accessory was installed on very few cars



The Parking Brake Warning Lamp was available on 1956 Golden Hawks, as well as other Studebaker models, but was installed on a limited number of cars.

Assigned as accessory code AC-2776, it was a rather simple mechanism which worked in conjunction with the parking brake. Only 40 Golden Hawks received this option in 1956, and all were produced at the plant in South Bend, Indiana.

Installation consisted of drilling a hole, 11/16" in diameter, in the instrument board centered between the Headlamp and Instrument switches, and attaching the switch to the Parking Brake Control.



The power was supplied by connecting the feed wire to the accessory terminal (long stud) on the ignition switch.

When the ignition switch was turned to the "ON" position, and the parking brake was set, the warning lamp would light. The lamp would then be extinguished by the release of the parking brake.

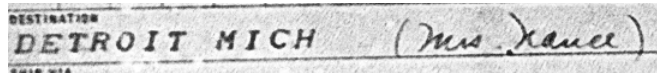
Of the forty cars produced with this option, only 7 had a domestic destination. The remaining 33 cars were exported to various destinations including Tangier Morocco, Maracaibo Venezuela, Zurich Switzerland, and Kuwait Persian Gulf. A complete list, including the serial number, instruction book and destination, is shown in the next column. The instruction book simply shows the language in which the book was written.

SERIAL	INST BOOK	DESTINATION
6030295		
6030653		DETROIT MICH (MRS NAUCE)
6030715	ENG	P E TIS
6030734		DETROIT MICH
6030751		3 SO BEND IND WAK
6030819	ENG	ZURICH SWITZERLAND
6030847		ROGER VREWER CONSIGNMENT
6030906		BALTIMORE MD
6031073	ENG	ZURICH SWITZERLAND
6031074	ENG	ZURICH SWITZERLAND
6031077	ENG	ZURICH SWITZERLAND
6031079	ENG	ZURICH SWITZERLAND
6031304	ENG	KUWAIT PERSIAN GULF
6031312	FREN	TANGIER MOROCCO
6031339	SPAN	CARACAS VENEZUELA
6031342	SPAN	CARACAS VENEZUELA
6031395	SPAN	GUAYAQUIL ECUADOR
6031398	FREN	PARIS FRANCE
6031403	SPAN	CARACAS VENEZUELA
6031519		SOUTH BEND IND (NANCE)
6031587	ENG	UNITED STATES MISC
6031695	ENG	ZURICH SWITZERLAND
6031988	ENG	UNITED STATES MISC
6032310		CUNNISON UTAH TV
6032413	FREN	ZURICH SWITZERLAND
6032831	ENG	UNITED STATES MISC
6032869	FREN	PARIS-FRANCE
6032928	ENG	ZURICH SWITZERLAND
6032993	ENG	UNITED STATES MISC
6033019	SPAN	CARACAS VENEZUELA
6033020	SPAN	CARACAS VENEZUELA
6033030	SPAN	CARACAS VENEZUELA
6033057	ENG	ZURICH SWITZERLAND
6033068	SPAN	PANAMA REPUBLIC OF PANAMA
6033086	ENG	UNITED STATES MISC
6033091	ENG	UNITED STATES MISC
6033139	SPAN	MARACAIBO VENEZUELA
6033385	FREN	PARIS FRANCE
6033446	ENG	NURNBERG GERMANY
6033457	ENG	NURNBERG GERMANY

NANCE OR NAUCE

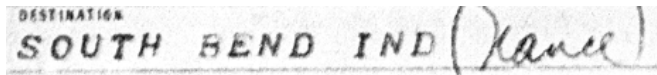
Note on production orders is interesting

Serial numbers 6030653 and 6031519, in the preceding table, caught my attention. In the destination field of the former, was a handwritten note which looks like "Mrs. Nauce" or "Mrs. Nance".



Destination from the production order for serial number 6030653

Handwritten in the destination field of the latter number was "Nance" or "Nauce". I've reproduced a copy of each, so you can decide for yourself.



Destination from the production order for serial number 6031519

The reason these two items caught my eye is because James Nance was the person who took over as president of the Studebaker-Packard Corporation when Packard bought Studebaker in October 1954. He remained in that office until October 1956 when Curtiss-Wright agreed to help manage Studebaker-Packard.

The timing would have been right, for these two cars to have been ordered for the Nance family. Yet, there is nothing else, on either production order to indicate anything out of the ordinary, or that they were destined for the President or his family. Serial # 6030653 had a destination of Detroit MI. Nance, a Packard man, would probably have driven a Patrician or Caribbean.

TRANSMISSION ADAPTER

By Phil Brandt February 28 2003

For you 56J owners who aren't happy with your Ultramatic transmission, I have a glimmer of hope to pass on. I attended the Hot Rod and Restoration trade show yesterday in Indianapolis (it's going on this weekend). I came across a booth where a pair of bright fellows were showing off their assortment of transmission adapters. They make adapters to mate all kinds of vintage engines to modern GM (Chevy bolt pattern) transmissions. With the right adapter you can mount a Ford flathead V-8, a Cadillac (40's) flathead V-8, early Olds V-8s, Buick, Mopar, and Ford engines to modern transmissions

I inquired as to whether they had a Studebaker adapter, to which they said

it is "in the works". I then told them about the problem that Packard V-8 owners were having with the Ultramatic transmissions. He was interested in the possibility of producing and adapter for the Packards if enough interest was shown.

This is where you come in. I'll supply you with the contact information on this company and you Ultramatic owners can decide if you want to pursue the matter. I won't be pursuing the matter myself because my 56J has a 3 speed OD tranny. The price sheet I picked up shows adapters running from \$500 to \$700.

Here's the info:

Bendtsen's Transmission Adapters
13603 Johnson Street NE,
Ham Lake, Minnesota 55304
Phone: 763-767-4480

<http://www.transmissionadapters.com>

ENGINE WEIGHT REVISITED

Still the answers vary

Former Studebaker Drivers Club President George D. Krem sent in several items pertaining to the top speed of the 1956 Golden Hawk, and weight of the engine. Here is George's personal observation:

Your discussion of car weights was interesting. I have found a lot of inconsistencies in factory info about the weight of Studebakers. Some are misprints, some are strange, and some are wrong. I would be surprised if a '56 weighed less than a '57 - the blower setup does add about 50 lbs, however. Enclosed are a few items I found that are relevant.

An excerpt from a 1957 Salesman's Data Book shows the 1957 Golden Hawk at 3400 lbs.

A chart in Studebaker-The Postwar years, by Richard Langworth, lists the 1956 Golden Hawk at 3360 pounds. The Complete Story (William A Cannon, Fred K. Fox) also shows the 1956 Golden Hawk at 3360 lbs, and the 1957 Golden Hawk at 3400 lbs. It also states, "The 1957 Golden Hawk, at 3400 pounds shipping weight, was actually 40 pounds heavier than the 1956 Golden Hawk, but the weight was distributed more evenly."

A March 1979 article in Car Collector puts the weight of the 352 V8 at 725 lbs.

Richard Quinn sent a chart from a 1953 True Magazine which showed a 232.6 CID Studebaker V8 weighing 687 lbs. If a 289 weighed the same, then the addition of the supercharger would put the weight at about

737 lbs. This would mean the 1957 Golden Hawk engine and supercharger weighed 12 pounds more than the 352 used in the 1956 Golden Hawk.

Yet another article, by Roger Huntington, from a 1958 Car Life magazine, indicates that a Studebaker V8 (289?), with all accessories, but without flywheel or clutch weighed 645 pounds. A chart from an earlier Speed Age Magazine shows a 232 V8 at 645 pounds dry weight, and 782 pounds with overdrive transmission and clutch.

Are you confused yet? I know I am. The only conclusion I can reach is that the engine weight had little to do with the handling characteristics of either the 1956 or 1957 Golden Hawk. The placement of the engine within the engine compartment was most likely the critical factor.

As for top speed, a March 1956 *Speed age* article by Bill Holland indicated he had attained speeds in excess of 125 mph.

MEMBERS STORIES ON TOP SPEED

Member Jim Morgan, who bought his car new, participated in the measured mile speed runs at Daytona in 1958. He informed me that he reached a speed of 140 mph. I'm sure there was probably some speedometer error involved, but that is consistent with most reports.

Here is another report:

(Author wished to remain anonymous)

In the spring of 1963 I was 20 years old and had been driving the Hawk for four years. With overdrive, 352 cid, 3.92 rear, and 7.10 x 15 tires I had always noted that in 3rd gear overdrive the engine turned over 1000 rpm at 30 mph and at 2000 rpm I was going 60 mph. I thought that 3000 rpm should be 90 mph. So on a clear day I went up northeast of Atlanta on the Interstate, when traffic was distant in the rearview mirror and straight ahead, and eased the Hawk up to 90 mph. The tachometer read 3000 rpm. I eased the car up to an indicated 100 mph and the tach said 3300-3400 rpm.

The car seemed very stable (in a straight line) with no vibration and with the four windows down (cruising mode). Quickly I slowed down to a sane speed. No doubt the Hawk would have gone much faster but that was enough for me.

One other thing, I read in a car magazine (in 1956) that a 1956 Chevy 210 2 door sedan with Powerpak (265cid, 205 horsepower, 411 rear) and overdrive would go 106 mph in overdrive and 111 locked out.

The engine torque could not be reached in overdrive. So much for my younger days.

LARRY MICHAEL Via Email

NOTE: Member Larry Michael indicated he reached a top speed of 144 MPH in his 1956 Golden Hawk. Here are his comments:

I think the 144 mph was obtained because I am running a five speed manual (four speed with overdrive) hooked up the a 352 bored .030 over and I did not change the 3.07 rear end which was originally coupled to the Ultramatic.

It does not have a good low-end launch due to the rear end ratio, but the top-end is quite amazing. The dual 4's probably didn't hurt either.

JOE HALL Via Email

In the last newsletter, you asked about anyone having run their 56J up to higher speeds. In the late 1980s, when I had finished rebuilding the Ultramatic in the 56J I was restoring for my older brother, I took it out on a two lane (California) desert road to "op" check the tranny.

The road was straight as far as the eye could see, with only dips and coyotes to interfere, so I ran it up to a flat 120 MPH. I felt it still had a little more, but was afraid of that little road. This was after I had calibrated the speedo, so I think it was pretty accurate.

Older and smarter now, I would not repeat that insanity for a million bucks. Nor would I recommend it for anyone else. The 56Js I have had feel safe to about 85MPH; over that, it starts to get squirley.

LOST: ONE 56J AND ONE LEG

By K V Smith

Member KV Smith sent in an article which described how a 16 year old boy, James R. Bryant, jr. wrecked his 1956 Golden Hawk. The car went out of control, hit a telephone pole and crashed into a tree. Doctors were forced to amputate James' leg. KV knew the young man and relates this story.

I met Jimmy Bryant on a Friday or Saturday night while a friend and I were cruising between the Top's Drive-In Restaurants, one in Falls Church and the other in Fairfax.

We pulled into the Top's in Falls Church and saw this kid in a Tangerine and White

1956 Golden Hawk. I got out and talked with Jimmy about his car. It had overdrive and a vinyl orange and white interior. This was in the spring of 1960. I sat in his car as he said he would sell it.

I think the car was driven hard as the shift mechanism was real loose. I don't recall the mileage. At any rate, we ran into each other several times before I saw this picture on the first page of the Washington paper. At the time I was 17, having my birthday in May. This accident could well have been me and my best friend riding with me. Even then, I always wore the seat belt. I didn't do a lot of hot rodding, but to see some of the comments in my high school yearbook, you'd think otherwise.



Getting back to Jimmy, I saw him the following spring in 1961 at, of all places, the Manassas Drag Strip where we were both spectators. I don't think he saw me or my Hawk. I didn't want him to see me. He was on crutches with his left leg missing, above the knee. He was driving a 1957 T-Bird. I never saw him again.

Now my one and only experience at the Cumming Drag Strip in Cumming GA. We were living in Atlanta. It was 1963 or 1964. One Friday night I decided to take the Hawk to the drags for time trials only. I did not intend on racing anyone.

I jacked the Hawk up and put the rear tires off my mom's 1959 Plymouth Savoy on it. Her car's tires were better than the recaps on the Hawk. Took off the hubcaps and air filter. I made two or three runs, by myself, and the best time I got was 16.03 ET with a trap speed of 84 MPH. Not good but not too bad with stock mufflers. There was a guy in a 1966 Mustang in my class that had a time a little bit slower, so I could have beaten him.

I take that back about not racing the Hawk again. We had a Studebaker drag meet about 20 years ago. I raced Truett Ray, of Raleigh, in his hopped up 1964 GT with 4 speed. He beat me the first time and I beat him the second time. I had the Chevrolet 327 in the Hawk at this time. We were evenly matched. Having broken two rear axles and broken the front spring supports (frame) I take it a little easier now!

(Editor's Note: I'm sure many of us have stories to tell about our youthful driving indiscretions. In retrospect, I'm sure we all realize how foolish we were. I had some

close calls, but I came out OK. Jimmy Bryant wasn't so lucky.)

S & L CLASSICS, INC.

Member owns a restoration shop

I want to thank you for sending out the Hawk News Letter, I look forward to it.

I have taken the liberty of enclosing a print of one of our brochures. We have a state of the art restoration shop and we also build street rods. I have also enclosed some photos of some of the cars we have done and I hope you will notice that one of them is a 1956 Golden Hawk. It is painted white with six coats of clear with green pearl in it. The car is correct except for the color and the interior is not totally correct. I hope you enjoy the photos of all the cars.



1956 Studebaker Golden Hawk is a DuPont Top Gun first place winner

As to the cost of the restoration of the Hawk, we did a total restoration of it for about \$35,000.00. The car had very little rust to repair so that made the job much easier. If you have any members who have cars to restore we would really appreciate it if you could tell them about us.

Our facility is located at Casper, Wyoming; Mills is just a suburb of Casper. If you ever get out this way, we would be happy to show the facility to you and some of the car collection we have.

Again thank you for the newsletter about a great car.

Sincerely,
Lenard L Miller
S & L Classics, Inc.
118 Progress Cr.
Box 687

Mills, Wyoming 82644

307-237-5170

A NEW STEERING WHEEL SOURCE?

By Brent Hagen

I just received my recast 56J steering wheel and am very satisfied with it! The color is very close to my nos 56 President Sedan wheel and the grooves are just like it also. My core was missing the 4 stainless rings that surround the grooved

hand grips so Don had to find some stainless material and make them. That cost \$50 extra for materials and labor. Don said they were not that easy to make but he now knows how to do it. There was a \$25 charge to return my steering wheel. Don said he will have to charge more to ship the wheels back in the future as UPS has raised their rates. The steering wheel was packed very well.

Don's wheel is actually made better than the factory wheel. There are no casting seams around the hub and spokes and edges are smooth instead of being rough. The part # is not cast into the back but the rear of the wheel does not show on the car so that is no big deal. The wire core for my wheel was not bent. This is important as the wheel is so small in diameter, there is little margin for error. If they are bent, he has to straighten them first so that could be an additional cost if the core needs work done to it.



I am attaching some pictures of the nos 56J wheel and my new recast wheel side by side.

Here is a recap on the cost: \$700 recast wheel + \$50 stainless bands + \$25 shipping. Total with shipping = \$775.

I would recommend Don's work to anyone wanting a 56J wheel recast and feel his price is reasonable and his craftsmanship is excellent. His information is:

Don Eash, D & D Automobilia
813 Ragers Hill Rd
S Fork PA 15956 814-539-5653

(NOTE: Member Jack Nordstrom has also done extensive work on recasting our steering wheels)

AND ANOTHER

Shrock brothers may give it a try

Member Bill Glass forwarded the following email, which he received from David Shrock

Tommy wants to start restoring 1956 J Steering Wheels. We need a source for a good pattern for making the mold. We will not do any damage to the wheel, so we need to find the best quality wheel that can be made available to build the mold.

Tom has started reproducing 1936 through 1942 steering wheels in urethane plastic and the system is working well. It would be best to work from an original wheel. We plan to cast the steering wheels in urethane plastic under pressure. The

wheels will be more durable than the originals. We will keep in touch with you about this project.

THE MAILBAG

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

(Edited as required.)



BILL GLASS Via Email

January 30 2003

I will have the first test shots of the gear shift indicator for Golden Hawks. I have asked Tom & Dave Shrock to mold them for me, and I will be doing the painting and decorating. These will be totally unbreakable, unable to crack, chip or scratch. (NOTE: See ad in For Sale section)

I must admit I have been a bit disappointed by the lack of sales of 56J stuff. I will re-design everything, modernize it, and also offer clocks with guys cars on them.

I bought a Studebaker advertising poster that was in dealers showrooms for the 56J, it is the original source for the Hawk we use in our current logo. The poster is bright, Dayglo orange, reads 60 to 110 MPH in 6.5 seconds. That will be a new shirt.

TOM BORDERS PINEVIEW WV

February 3 2003

A few lines to tell you how 6800147 is coming along. I had rear bumper and front bumper guards re-chromed. I drilled holes for guards in a 1964 bumper, but the guards would not fit using hole location off another 1956 bumper. 1964 bumper is 1/2 inch thicker, top to bottom, so I had the 1956 bumper re-chromed and installed so all is OK.



I would like to install a super charger on the 56J, so I painted the 1957 Golden Hood to match 56J Mocha/Doeskin. As you can see in the pictures, louvers & "V" in bright gold. Has anyone in the club done this installation on a 352?

I have another chassis, complete, ready for a body, so I was going to try it on that one first. I had a 1954 Coupe body to put

on it to make a 56J Golden Hawk Coupe which I know would sure mess up someone's day. I have all the trim to do it, but a cousin in Gainesville FL wanted the '54, so I am almost done on a frame off restore for him. He has \$12,000 in it in parts. Parts for 1954 cost more than 1956. So now I have the 56J all done but no body. I drive it up here on the back road. Sure runs good.

I also had the seat and console redone in factory pattern. I was going to order from Phantom Auto, but he said 6 months to a year, with the price more than I could get it done here.

If anyone is still looking for the number stamped on the frame of a C/K, I found it with no problem on my car and the '54. It was on the cross member, behind the gas tank, right rear side on bottom looking up.

The only trouble I have had with the 56J is that sometimes, after turning it off, it starts slow unless I wait 15 minutes or so. It always starts, but it cranks slow, like the starter is getting hot from the exhaust adapter. Has anyone else had that problem?

I had to remove the fuel line filter from the gas line in front of the fuel pump. I was running in-line filters before and after the fuel pump. I have new lines and had the gas tank "Renued." I also have an electric pump back at the tank so If I want to kick it, I turn it on and have had no more gas shortage. I also have a new engine pump. Here is a little help for postage.

STEVE WILLHAM **Via Email**
March 8 2003

Just figured I would tell you that my Hawk is breathing again. As I mentioned before, the entire body is off the frame, which only left the rolling chassis with the engine and trans. Since the radiator, gas tank, etc., were already pulled during the body off, I removed the remaining hoses, belts, pulleys etc. The car has been sitting for 10+ years, so I manually turned the engine over after pulling the plugs and putting some penetrating oil in the cylinders.

I hooked up the booster pack and gave it a crank to make sure the fuel and oil pumps were working. After that, hooked up a hose from the fuel line to a gas can, put in the plugs, dumped a little gas down its throat, and stuck the ignition wire to the booster pack.

After three revolutions, I had a big smile on my face to hear the engine come to life. After letting it run for a minute or so, I

shut it down and pulled the engine/trans, driveshaft and remaining items off the frame. I then degreased the frame and pressure washed it for 2 1/2 hours. It will be going to the sand blasters on Monday.

Sorry to bore you with the play by play description, but I had to tell someone who could appreciate it.

I sent a check for the parts book, authenticity book, parts CD, newsletter CD, copy of the production order, terminal tag, tach tag, and oil bath sticker.

CURTIS FRENCH **TALLAHASSEE FL**

April 06 2003

Mom's Golden Hawk is now in Tallahassee with me. Just got back from Cochran with it. It had just been sitting for probably a couple of years (garaged, thank goodness). A little squirt of ether into the carb and it fired right up. Filled the empty master cylinder with brake fluid and, with a few pumps, had working brakes. Drove it onto my trailer and brought it home. It's a very solid car, with some rust in the floorboards, but solid fenders, quarters, rockers and trunk floor.

Got a box of stuff with it, including your February 2003 newsletter. I don't know if anyone else has responded to your "How Much does the Engine Weigh?" column, but according to an article on Packard's then new V-8 in the August 1955 issue of *Hot Rod Magazine*: "This engine also scores in the matter of engine weight, the whole issue with all accessories except the air cleaner, tipping the scales at 698 pounds." If published figures I've seen for the 289 Studebaker engine weights are right (and the Studebaker 289 was very heavy for its size), the Packard motor was only 50 pounds heavier.

RUBEN MARES **LOS ANGELES CA**

April 17 2003

Thanks for the latest 56J ONLY newsletter and for your effort in putting this letter and the other information together. This is very helpful to club members working on their Studebakers.

I thought maybe I could interject an idea that came to my mind in helping the club members stay in touch.

How about each member sending you a recent photo of himself and his Studebaker with

certain specifics about his car and the car history that came about.

Maybe in time and funds needed, a portfolio could be compiled with car and owner photos. I wouldn't mind buying something like that, just to keep in touch.

For instance, through the newsletter, I was able to come in contact with several of our members. Through the "For Sale" column, I bought some needed parts for my Studebaker. At this time I'm having the car's door panels re-upholstered and floor carpets made. I was able to acquire the, brick pattern silver mylar by following leads in the newsletter. I purchased these items from *SMS Auto Fabrics, 2325 Southeast 10th Ave, Portland OR 97214, 503-234-1175 www.smsautofabrics.com*

JOE HALL RADCLIFF KY

May 9. 2003

The restoration on the 56J, #6031195, that I picked up last June is coming along nicely. I now have about 800 labor hours in it; I guess I should be finished at about 1200 hours. The mechanical work is about 95% done, to include a frame-off. About all that is left is paint and interior. Though the interior needs much, its going to need very little body work. It's going to be the wife's driver, after I put 5-10K miles on it to iron the bugs out:)

The TH400 tranny conversion kit I bought from Jack Nordstrom looks like its going to be the "cat's meow". I don't have the car roadworthy yet, but I started it up on blocks and ran it up to 80MPH. My biggest concern was possible vibration due to engine/tranny misalignment, but it was as smooth as silk. It appears to be aligned as correctly as a modern car. The kit is an excellent drivability improvement, but is not for a novice to attempt installing. The kit price is just about half of the total price of the conversion, if a person does their own labor. Not counting having the TH400 "guts" installed at a local tranny shop, it took me about 50 hours of labor. I could probably do a second one in around 30 hours, but one in a lifetime is enough!

This car's engine was rebuilt about 100 miles (14 years) ago by the previous owner, to include the oil pump. However, even though the pump had good clearance and appeared to have been hot-tanked, the strainer was all but stopped up; it's the part of the screen that a person can't see that causes trouble. The strainer should be disassembled and cleaned as a preliminary, anytime low oil pressure is a problem; it now has good oil pressure. I also had

Lunati Cams, in Mississippi, regrind the cam as it was about shot, to include no longer spinning the pushrods.

My biggest mistake with this car was firing the engine up before cleaning the gas tank. The 10+ year old gas had turned to varnish, and stuck all the intake valves in less than 20 minutes; it even bent an intake valve pushrod. I had to disassemble and clean the heads to clear it up.

Enough about the project; our goal is to have it on the road and drive it to the SDC National next year in NC. The other 56J just runs better and better with every mile it's driven. It has well over 200K miles now and still has the original engine, though it was "shade tree" overhauled in the late 1960s at about 75K miles, and I rebuilt it in 1998 about 60K miles ago. I have run Mobil 1 oil and change it every 10K miles, since 2000 miles after I rebuilt it. It will make for a good comparison check if/when I rebuild it again. It still runs great, and holds good oil pressure.

When 6031195 is on the road, that will make four 56Js driven regularly within a 40 mile radius of Louisville, Kentucky. My bro-in-law has put over 10,000 miles on his since he got it on the road about a year and a half ago. And Rob & Veronica, in Louisville, have a very pretty, restored one that is seen regularly in front of Veronica's office on nice weather days!

I will close for now, and look forward to seeing you, and all 56J owners on the circuit.

Next time I will write an article about putting AC on a 56J. My bro-in-law's came out super!

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.**

410 Richard Mazurek 930 NW 53rd st
Pompano Beach FL 33064 954-481-2715

411 Jeff Horvath 1401 Gleneagles Dr
Venice FL 34292 941-486-8118
Email Gldnhawk58@aol.com

412 Thomas w Sidener 2953 W Gemstone Dr
Meridian ID 83642 208-855-0987
Email sidernersr2002@yahoo.com

413 Stephen Cade 531 NW 54th Terrace
Gainesville FL 32607

414 Ray Martin 6188 Quaker Rd
Sparta Ontario N0L 2H0
Email raym@lweb.net

415 Jeffrey Borque 1827 Tulip St
San Diego CA 92105 619-266-1769

416 Norine Tetreault 638 Bear Hill Rd
Dover-Foxcroft ME 04426

417 George Vranich 874 Valley View Dr
Brookfield OH 44403

418 Peter C Hardy 1146 N Market St
Opelousas LA 70570
Email karlvon55@yahoo.com

NOTICE: In lieu of dues, and to help keep my records correct, registration forms will be mailed out periodically to members who haven't been heard from for several years. If you receive one, 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: I am selling my 1956 Studebaker Golden Hawk VIN #6031524. The car has been restored and is original and in very good condition. If you would like further details please e-mail me at buckland@shaw.ca or call 403-547-9043. Thanks. Dean Buckland Calgary, Alberta Canada (01-2003)

For sale: 1956 Golden Hawk ultramatic \$12,500. Family Auto Sales, Inc., 3300 25th Ave., Gulfport, MS, 39501. Phone 228-864-8220, Fax 228-868-3883. (02/2003)

WANTED: Column gear selector shaft upper bracket 1539833 for Ultramatic w/power steering. This is the part right below steering wheel and has detents for trans selector lever. Good used is fine. Detents on mine are completely worn. Thanks, Kendall A. Gibbs MD lebaron41@yahoo.com 401 247 2015 (04-2003)

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 R6Stude12@msn.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

Ultramatic Trans Shift Indicator. Diecast Metal, with a clear casting, and indented letters pre-painted from the rear. Bill Glass, 18 Lorenz Dr, Valhalla NY 10595. 914-761-5788 or BondoBill1@aol.com



\$40.00 + S/H

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@comcast.net (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 Brent Hagen, 6220 SE 55th, Portland, OR 97206-6800

1956 Golden Hawk Window Price Sticker

The design is based upon the general design of stickers which were actually done during the period 1959 thru 1966. Send \$40 along with serial number and 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 of the prices. Questions, <rtqll@aol.com> telephone 708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448

56J CLUB ITEMS

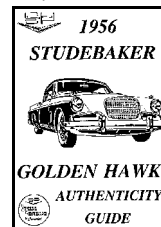
ALL PROCEEDS HELP MAINTAIN THE CLUB

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG. 320 pages of specifications, part numbers, illustrations, alphabetic & numeric indexes, lists for service bulletins, utility items, and accessory codes.



\$35.00

1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE. Documents most of the quirks with 30 color photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories



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The Parts Catalog, Authenticity Guide, 1956 Car Owners Manual, 1956 Accessories Catalog, and the Warner Overdrive Manual in PDF format, viewable with Adobe® Acrobat® Reader (included).



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\$10.00

COPY OF THE ORIGINAL PRODUCTION ORDER for you 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

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Prices include postage (domestic shipment)
Make checks payable to Frank Ambrogio.

IN THIS ISSUE

PARKING BRAKE WARNING LAMP WAS A NICE OPTION THAT HAD VERY LITTLE DEMAND.
MORE ON ENGINE WEIGHT AND TOP SPEED.

PHIL BRANDT REPORTS ON A POSSIBLE TRANSMISSION ADAPTER SOURCE.

BILL GLASS HAS HAD THE ULTRAMATIC SHIFT INDICATOR RE-MANUFACTURED.

K V SMITH RELATES A TRAGIC STORY OF A YOUNG MAN AND HIS 1956 GOLDEN HAWK.

LENARD MILLER HAS INFORMATION ON HIS RESTORATION BUSINESS.

TOM BORDERS HAS AN UPDATE ON HIS PROJECT.

STEVE WILLHAM IS MAKING GREAT STRIDES ON HIS RESTORATION.

BRENT HAGEN TELLS ABOUT THE STEERING WHEEL HE HAD RECAST.

RUBEN MARES HAS GOTTEN HELP THROUGH THE NEWSLETTER AND HAS A PROJECT IDEA.

CURTIS FRENCH KEEPS HIS MOTHER BETTY'S 1956 GOLDEN HAWK IN THE FAMILY.

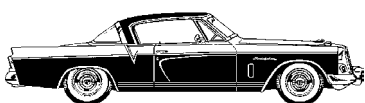
JOE HALL GIVES SOME INFORMATION ON HIS LATEST PROJECT.



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

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