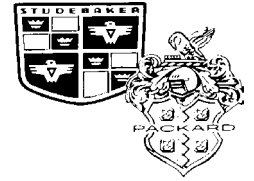




56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

NUMBER 046	ESTABLISHED JANUARY 1, 1989	OCTOBER 2003
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FOUND - YET ANOTHER ONE

One more 1956 Golden Hawk turns up from 1973 Turning Wheels list

In previous issues, I've mentioned the list of 1956 Golden Hawks that appeared in the December 1973 issue of *Turning Wheels*. The listing was compiled by Vince Habel, of Columbia PA. Vince, at that time, was maintaining a roster of 1956-58 Golden Hawks. When I started our Register in 1989, Vince was kind enough to send me all his 1956 Golden Hawk information.

There were 20 owners shown on the list, showing 21 cars, but only 13 serial and/or body numbers appeared. When I received Vince's material, I was able to identify one more serial, for a total of 14. Through the years, we've tracked down 7 cars on the list. Another car, owned by Herbert Reed, is probably still owned by Herb. Richard Quinn told me that Herb owns a 1956 Golden Hawk, but Herb never confirmed.

We can add Serial # 6030751 to the number we have found. It has an interesting history.

Jim Maxey, shown as the owner on the 1973 list, was a member of our group for several years. He no longer owned 6030751, but had another 1956 Golden Hawk. He sold the car this past June, so he is no longer a member.

Member Jimmie Facklam reported, in 1998, that SN 6030751 belonged to a Kansas man named Charles Laningham. Charles never registered the car with me, so it was never included in our roster. Charlie passed away in October 2001. His daughter had the car, along with seven others, for sale.

Joe Hall reported that his brother, Bob, purchased a 1956 Golden Hawk. Joe said the car was the same one that appeared in the article, "A Weekend at Charlie's", in the July 2003 issue of *Turning Wheels*. The "Charlie" in the title was the same Charles Laningham mentioned by Jimmie Facklam.

Here is what Joe Hall had to say about his brother's purchase:

It looks like we have a return member to our club! Please re-register my older brother,

Bob. He is now in possession of #6030751. It is the car shown and mentioned in the July TW article titled, "A Weekend At Charlies".

We do not yet have the production order, so we do not know if it was shipped as is. But it currently has many 56J options, i.e. PS, PB, PW, Power seat, emergency brake indicator lite, rear speaker, windshield washers, 3spd/od, and backup lights. Though not perfect, it is very roadworthy, as is, and will be a rolling project. I think he got a great deal on a great car.

- - -

Below is a list of owners and cars from that December 1973 *Turning Wheels* article.

SERIAL	1973 OWNER	CURRENT OWNER
?	Joseph Birkel	?
?	Thomas Carter	?
?	R. B. Kapteyn	?
?	Andrew Katrinecz	?
?	Harry schesmuk	?
?	David H. Walker	?
?	David H. Walker	?
6030751	James C. Maxey	Robert Hall
6030754	Michael Elling	Ron Meyer
6030764	Stephen Davidson	?
6031427	K. V. Smith	Same
6031675	Nancy/Joe Bacon	Bill Hunt
6031897	Jimmy Bowman	Jack Nordstrom
6031899	Gene Searcy	?
6031949	C. Edwin Lewis	Elmer Johnson
6032080	Stephen Davidson	?
6032411	Herb P. Reed	Richard Quinn said that Herb still has this car.
6032691	Ronald Johnson	Same
6032933	David L. Thomas	?
6033090	James Hopper	Bob Edwards
6800513	Tommy Gibilisco	Sam Gibilisco

THE FATE OF 6032222

1956 Golden Hawk ages and changes style

While we're on the subject of lost cars, I have to tell you about the apparent fate of Serial # 6032222. The car, with the "deuces wild", serial number, is currently owned by Steve & Carolyn Hudson of The Dalles OR. The unusual thing about this car is that it is now a 1953 Convertible.



According to Steve, the car was severely damaged in a barn collapse and therefore was used as the basis for the conversion. When he purchased the car, the conversion had been halted for many years. He bought the car and finished the job. Steve says he found the number on the frame crossmember.

In its 1953 reincarnation, it's a stunning example of a car Studebaker should have built.

(T3) TIRES + TIME = TROUBLE

Members find they go hand in hand

A few members, and others, have had some problems with radial tires during the past few year. In each, the offending tire did considerable damage to the vehicle. Here are several reports:

BILL LADROGA

The 150-mile trip turned out to be a bit more expensive than we had planned. Just east of Orlando on Route 4, we felt a vibration from the right rear of the car. Before we knew it, we heard a loud "Bang!", and were forced over to the side of the shoulder. The rear tire had shred its carcass and we had rubber tread and steel radial wires all over the place!

I did have a warning before the radial blew. I started to feel a slight vibration in the rear of the car before the belt separated but since I was in the downtown area of Orlando on Route 4, I couldn't pull over right away to see what was wrong. I always run 35 psi in my radials.

Fortunately, our spare was in good condition so we changed the tire. The bottom of the rear edge of the fender and the stainless steel wheel trim were not so lucky. The fender was pushed upward about three inches, the body bracket was broken and missing, and the trim piece was creased about 3" up from the bottom. The wires had left many small pockmarks in the fender too. Bodywork will have to be done and the stainless trim piece

straightened out, but at least Lu and I were safe. It hurt though, this was the first time we ever had any damage to the car in the seven years we've owned it.

A coincidence of the blowout event was that a huge tanker truck pulled up behind us while we were on the shoulder. Out came Luther Jackson, a fellow 56J owner and someone we knew from some National and State meets! He was returning from a run from Spokane, Washington, and recognized our car. He stopped to help and we chatted a bit. After getting the tire changed, we were on our way to Daytona Beach again.

JIM MORGAN

Frank, in response to your query concerning the radial tire failure which I experienced, the tire had a moderate imbalance for about two months before it failed, which I suspected was the beginning of a belt separation. I was hoping that it would last until my new wheels arrived, at which time I planned to install new tires. I had less than three seconds of severe vibration before the tire disintegrated. I have experienced a number of blowouts over the years with bias ply tires without any serious problems, however, the characteristics of the steel belts coming apart and then flailing around in the wheel well make them much more destructive. (About \$1,000.00 worth of damage in my case.) I was running them with 34 PSI.

In the future, at the first hint of impending belt separation, I will replace the tire.

STEPHEN CADE/DANNY THOMAS

Stephen said that in the first car blowout, he had vibration for a short period of time & he thought it was a change in road surface. On the 2nd car there was no warning. He says he never runs the tires more than 3 years even with minimal use.

I had a blowout (front left tire) in Martha's Hawk last year doing 55mph. I felt some vibration in the front & thought a tire was out of balance. It quickly got worse then... BOOM!! Luckily I got off the road ok and didn't lose control. The strip that peeled off the tire beat the headlight bucket & headlight right out of the fender and damaged the front fender as well.

MORE OPINIONS

JIM PEPPER (Forwarded by Bill Ladroga)
Tires on Jill's car are 205-75R-15. They are on a set of 15 X 6 Magnum 500 wheels I got from a 1968 Avanti II. Had to replace the tires (broken belt) after getting home from Detroit. Tires looked perfect but were over 10 years old. The run down the highway (350 miles each way) did one in.

A Goodyear rep told me that modern tires start deteriorating or start becoming suspect for extended highway use at about 6 years of age. He said to never trust a tire beyond 10 years of age. I had a pair of 205-75R-15 Goodrich's on my Superlark for about 8 years. My son needed 2 tires for his S-10 Blazer that went back and forth to school and work, so I put them on his truck to be used up. They both failed within 6 months even though they looked like new.

DWAIN GRINDINGER

Even the tire manufacturers don't seem to agree or even specify at what age a tire should automatically be replaced. One could literally spend days on the computer looking at site after site for a definitive answer to this question. My opinion is that any tire should be good for at least five years and maybe ten if treated properly.

I just replaced a set of Michelins with like-new tread on my pickup because of a lot of weather checking between the treads. No idea how old they were, (they were given to me) but I suspect they were very old.

Your best defense is to know what all the codes on the sidewall stand for and buy a good quality tire. Keep them clean and protected from the sun as much as possible. Never run them under-inflated, and perform a close inspection regularly looking for cuts, scrapes, cracks. As soon as any new shimmy is noticed, especially at low speed, do a run-out check on the tires. A high spot, or bulge, indicates a separated tread.

BOB PALMA

My experience has been that tires will nearly always give a hint that they are about to go. Traveling at interstate speeds, I would imagine members would feel a new vibration in advance of actual failure. One must be attentive to how a car feels as it is being driven along and not dismiss or rationalize away (... "Gee, must be the road surface has changed...") when a vibration comes up.

Yes, new tires every 5 years at \$150 apiece is pretty stiff. I personally don't think it is necessary, but I keep my tires inflated to at least 34 psi before driving, and pump them up to 38 before putting cars away for

the winter. And as you say, Frank, one must drive them periodically, several times a month if possible, to keep them from taking a "set."

With correct inflation, frequent driving, and attentive driving, I don't see any need for replacement until they are worn out or fail a visual inspection. And I like your idea of keeping them out of the sun.

A final consideration is size. Your 56Js had wheels 5" wide. A P205/75R15 tire would be the largest that could be SAFELY used. Yet I see many 56Js at meets with P215 or P225 widths. Those tires are being operated unsafely if they are on 5" wheels (measured between the inside bead flanges of the wheel with the tire off the wheel).

AND THIS FROM COKER TIRE

Manufacturer has additional information

The main thing that you can do is make sure that your tires are properly inflated. If they are under-inflated, they will experience a heat build up due to the increased friction. This excess heat will cause the tire to fail, this is exacerbated in a hot climate, such as Florida.

Q: Do Tires Have a Shelf Life?

Excerpt from an article in Modern Tire Dealer, December 2002

A: Tires do not have expiration dates, based on my talks with tire manufacturers. The reason: There is no way for tire makers to control how their tires are stored or used.

"Tires are still manufactured with a percentage of natural rubber, which does deteriorate with age," says a Michelin spokesperson." Because of this, most tire manufacturers have a time limit on the warranty, which is typically six years."

Tire compounding is such that as long as you store your tires properly, they can last a long time without significant degradation. A tire starts to age the moment it leaves the curing press, a tire engineer friend told me, "All rubber components on the car, from the power transmission belts to the engine mounts to the tires, age. But in certain environments, they age a lot faster." Elements such as oxygen, ozone, and heat greatly affect tires, he adds.

Exposure to simple oxidation can't be avoided, at least on the outside of the tire. Over time, it will cause cracks in the compounding. Although some of the dozen or so ingredients in a tire help it resist oxidation, it can't be completely prevented.

Ozone is a form of oxygen that degrades organic matter, like rubber. For example, if a tire is in a factory where there are ozone-producing devices such as welders or electric motors, it will have its life span shortened dramatically.

Some of the waxes, oils, and protective chemicals designed to help control the effect of ozone on a tire work while the tire is stored at room temperature: others work while the tire is in motion.

The Rubber Manufacturers Association does not have a standard in respect to tire age. It has issued a service bulletin on proper tire storage, which it says will limit exposure to potential damage.

Store the vehicle on blocks to remove all weight from the tires. If the vehicle cannot be blocked up from the storage surface, completely unload it so minimum weight will rest on the tires. Keep tires, including the spare tire, inflated to recommended operating pressure. The surface should be firm, reasonably level, well drained, and clean. Move the vehicle at least every three months to prevent ozone cracking in the bulge area and also to prevent a "flat spot" from developing (due to strain from deflecting). If tires do develop a temporary "flat spot," it will usually disappear in a short period of time (for example, the first 25 miles)

Bob Couter, Sales Coker Tire Company
1317 Chestnut Street
Chattanooga, TN 37402 U.S.A.
Phone: 423-265-6368 Fax: 423-756-5607
Toll-Free: 800-251-6336
email: bobc@coker.com

CONCLUSION

What is the answer? Is there an answer?

So, how often should you change tires? Bill Ladroga says "I keep hearing from other antique car owners that radial tires should be replaced every five years on cars that have few miles put on them annually.

Stephen Cade said he changes tires every three years. I mentioned how expensive wide whitewall radials are, and Stephen said "tires are a lot cheaper than a new fender."

My Experience: The radial tires on my cars are 6-1/2 years old and 16-1/2 years old. I drive them every week or two, but rarely go on the Interstate for extended periods, or otherwise exceed 65 MPH. For years, I always ran them with 28-30 PSI, but increased it to 32 PSI for the last 5-6 years. After all this discussion, I now put in 35 PSI.

Three years ago, I drove the Golden Hawk from the Daytona Speedway to my home, about 60 miles. There were 5 people in the car, the tires were 13 years old, and had probably 30 PSI pressure. I tried to go 60 MPH, but the traffic often forced me to exceed 70. The car had a terrible shimmy at 60 MPH and worsened at the higher speeds. I attributed the shimmy to one bent wheel and one that was out of round.

In the late 1980s I drove my 1979 Bonneville well over 500 miles with a bad vibration. Over 300 of those miles were on the Interstate at speeds approaching 60 MPH (55 MPH speed limit.) The car wobbled measurably at 5 MPH. The two rear tires had broken belts. I didn't know about broken belts back then. Luckily, they held up till I learned of the problem, and replaced the tires.

Perhaps radial tires are not the way to go. Turning Wheels Feature Editor, Fred K. Fox told me he recently replaced the non radial tires on his 1950 Land Cruiser. They had been on the car for 40 years.

WHEELS AND TIRES

What to put on

Bob Palma touched on one very important subject concerning tire and wheel sizes. If you insist on putting radial tires on your car, here are a few items to consider.

Our 1956 Golden Hawks came standard with 15"X5" wheels and 7:10-15 tires. The closest equivalent radial tires are P205/75R15, P215/75R15 and P225/75R15. The following table shows various specifications which I took from the *Coker Tire Catalog*:

TIRE	DIAMETER	RIM WIDTH
710-15	27.75" 27.98" 28.88"	5"
P205/75R15	27.11"	5" - 7.5"
P215/75R15	27.62"	5.5" - 7.5"
P225/75R15	28.98"	6" - 8"

Diameter is the distance from the ground to the top of the tire. Rim Width is the size of the wheel itself (2nd # of the wheel size as 15X5)

Coker Tire indicates that the P215/75R15 size is the best match to the 710-15 tire. This presents a problem because the width of the wheel on our cars is 5". The recommended minimum wheel width for the P215/75R tire is 5.5". This leaves a couple of options.

- You can keep your original wheels and use a P205/75R15 tire.

- You can buy new wider wheels and use the P215/75R15 or P225/75R15 tire.

Many people have used wheels from full size Chrysler products. However, buying from a junk yard is a gamble. Unless you can arrange to have each wheel checked before you mount the tire, and return any that are bent or out of round, you are simply compounding the problem.

Studebaker Drivers Club member, Bob Helm, has been advertising new 15X6 wheels for several months. I spoke to Bob in June and he told me that the wheels are new, from Kelsey-Hayes. They are painted black and the full size hubcaps will fit. Price is \$37.00 per wheel plus S/H. Contact Bob at: 19036 FM2755 Royse TX 75189 Tel. 972-843-3402.

Option 3 is to simply put new 710-15 tires on your original wheels. They are still available from *Coker tire* and the cost is less than wide whitewall radial tires.

FINNED BRAKE DRUMS

Reproductions available from Turner Brake

Turner Brake has reproduced the 11" finned front brake drums that are used on our cars, as well as other Studebakers. The hub is not included, but new studs are provided. The price is \$124.95 each plus shipping. The studs are right hand thread. Assuming your car has the original left hand thread studs, new lug nuts will also be needed on the driver's side to replace the original left hand thread studs.

New Old Stock drums have become hard to find, so this should be a good product for *Turner Brake*. If anyone is interested, contact Turner Brake: www.turnerbrake.com Jim Turner at 317-877-0453 (after 6 PM CST.) The mailing address is 7293 Oakbay DR Noblesville IN 46060. If you have Email access: diskbrakel@insightbb.com

ENGINE WEIGHTS (AGAIN)

By Roy Hastings

I have some facts (and some opinions) pertaining to the "Engine Weight Revisited" section in 56J ONLY issue # 045. The information in this article may not be as conflicting as it appears. Major components such as the bell housing, flywheel, clutch, and the transmission are probably the major source of confusion and/or controversy.

Many years ago, I weighed the individual components of a Packard V8 and Studebaker V8 engines on my bathroom scales. My conclusion

at the time, was that the Packard V8 was about 30 pounds heavier than the Studebaker V8. I could not, however, remember what the sum total of the components was. The comparison did not include anything bolted to the rear of the engine, including bell housing, flywheel, clutch, etc.

After reading the "Engine Weight Revisited" article, I weighed a Studebaker 259 V8 flywheel, clutch, bell housing, and O/D transmission. The results were as follows:

- flywheel & clutch 55 LBS
- Bell housing 28 LBS
- O/D Transmission 75 LBS

My "interpretation" of how this information applies, is as follows:

#1 *The excerpt from True Magazine (1953) chart showing a 232 Studebaker V8 weighing in at 687 LBS.* There is no mention of what is or is not attached to the back of the engine. For purposes of my analysis, please let us assume the clutch and flywheel were attached. This would mean that engine weight minus clutch and flywheel would be 632# (687# minus 55#).

#2A The excerpt from Car Life Magazine (1958) by Roger Huntington states that "A V8 Stude with all accessories but without flywheel and clutch weighs 645 LBS. If the 55 LBS was added for the flywheel and clutch, the total engine weight would come to 700#.

In the continuation of this article by Roger Huntington, the following statement is made:

#2B A chart from an earlier Speed Age magazine shows a 232 V8 at 645 LBS. "Dry Weight" and 782 pounds with O/D transmission and clutch. NOTE: When the transmission weight (75 LBS) is subtracted from the 782# total, the weight of the engine becomes 707 LBS.

I prepared the following table to compare and analyze the information derived from #1, #2A, and #2B. Please remember, that the calculations should be referenced back to items #1, 2A, and 2B.

INFORMATION COMPARISON TABLE

#1	Total engine wt. with clutch and flywheel	**687#
.	minus clutch and flywheel	***632#
#2A	Engine weight with "all accessories" minus clutch and flywheel	***645#
.	With clutch and flywheel . . .	**700#
#2B	**"232" V8 Dry Weight . . .	***645#
.	With transmission	782#
.	Minus transmission	-75#
.	Engine minus transmission . . .	**707#
*	This means clutch and flywheel are still on the engine <u>and</u> the term "dry weight" did not include the clutch and flywheel.	
**	Total engine weight including flywheel and clutch.	
***	Total engine weight without flywheel and clutch.	

The following calculations are to determine the variation between the high and low weight calculations derived from the comparison table:

1. Total engine weight minus clutch and flywheel.
632#
645#
645 # "Dry Weight"
13# (variation between high & Low)
- 2, Total engine weight plus clutch and flywheel.
687#
700#
700#
20# (variation between high & Low)

I realize the comparison between a series of three values would not be considered as accurate as a comparison between ten values. Nevertheless, the results are still pretty persuasive that a Studebaker V8 with flywheel and clutch weighs around 700# and without flywheel and clutch at around 640#.

I get pretty "fired up" when I hear all the talk about how heavy the Studebaker and Packard V8 motors are. I have my reasons though. I bought my first V8 Studebaker engine when I was 18 years old. It was the cheapest OHV V8 with a stick shift transmission that I could find, to put in my 1937 Packard Coupe.

The Packard ran pretty darn good with the (just about) worn out Studebaker V8. I "used up" 3 Studebaker engines including a 289 with 3 carburetors, before I graduated to a 374 Packard V8 with a floor shift Packard trans. In a drag race, it blew away many 1957 Chevys.

CAUTION TO EVERYONE

Gas tank problems

By Bill Glass

Once again, the gas tank on my 56J fell off at speed. This time the bracket did not break, but the floor pan of the trunk did.

I caution everyone to remove their spare tire periodically and visually inspect the stamped in pocket that accepts the bolt holding up the right side of the gas tank. After 16 or so years, accumulated water started rusting out the pocket.

On our way to a cruise night, there was a horrible crashing noise and grinding. I hit the brakes, yelled to Ellen to jump out and we ran away from the car. When nothing happened I opened the hood and disconnected the battery. I knew from the sound that the tank had fallen, after experiencing the bracket failure back in the early 90's.

We called 911, and they refused to send either the police or the fire department to cover the scene. Had any fuel leaked I am sure I would have been held liable for some New York environmental law. We called a neighbor, and I asked him to get my rolling jack, and some long wood. We propped up the tank. I found, in the Hawk trunk, a spare tire, hold down plate used on the 47 cars.

The 7 inch wide plate covered the hole in the floor and extended out from the damage. I took a nut bolt and washer from the front bumper spring/assembly from the frame, and we threaded it from the bottom up into the trunk and thru the plate. After 45 min on the side of the road, once my neighbor showed up, it took about 8 min to repair.

I really suggest everyone visually inspect the mounting of their tanks, had we not filled up and with the amount of sparks flying, we could have been in real trouble.

ANOTHER CD IS IN THE MIX

Complete set of 56J productions orders

In late 1993, I was allowed to copy the microfilm that contained the original production orders for all the 1956 Golden Hawks. I created a data base containing (almost) all the information from the original production orders. I've used this data base to compile many statistics.

Through some computer magic, I can produce a production order, which is similar in design to the original. The major difference is that the nomenclature for the accessory codes is also listed. Those of you, who have ordered a production order from me, received

a copy of the original, plus a copy in the computer generated format.

I have produced a CD with the complete set of 4073 production orders. This includes the two cars that were scrapped prior to production. The production orders on the CD are the ones generated from the data base. They are NOT copies of the originals.

As with our other CD offerings, Adobe® Acrobat Reader® is included and the text is fully searchable. There are bookmarks to aid in navigating the file.

Price is \$10.00 and includes shipping. See the ad in the 56J CLUB ITEMS Section.

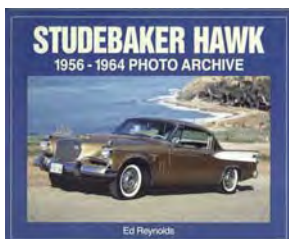
STUDEBAKER HAWK 1956-1964 PHOTO ARCHIVE

New Ed Reynolds book covers them all

Studebaker International owner, Ed Reynolds, has published an excellent book on the Hawk models produced by Studebaker.

It is 126 pages of some great photographs, most of them from the author's collection. Ed's father, E. T. Reynolds worked in the Engineering Department for Studebaker and Ed made many trips to the Proving Ground where he often saw some of the Studebaker prototypes.

The book has a lot of great information on, not only the 1956 Golden Hawk, but all the Hawks from beginning to end. For more information, contact Ed Reynolds at: Studebaker International
97 NORTH 150 WEST,
GREENFIELD IN 46140-8562
317-462-3124 or info@studebaker-intl.com



THE MAILBAG

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

(Edited as required.)



JIMMIE FACKLAM Via Email
July 04 2003

56J ONLY NO 44 THE MAILBAG. Robert Anderson regards his memories of the 56 G/H he had years ago. This 56G/H VIN 6033469 which you indicated was about 3rd from end production, was too rusty to restore and was parted out. It still had the eng and 3sp O/D which I put

in another 56 G/H. It still was painted solid gold. The body and running gears are all that remain and they are at John McCalls GrandView MO, who has a lot of Studebaker cars and parts.

JOHNNY THIELE Via Email
August 4, 2003

Thank you for the material you sent! I believe the name on the production order for 6030653 is Mrs. Nance. Here's why:

My Grandmother was born in 1905. She has always written her "n" as most people write a "u". She would have been 51 in 1956, so anyone in her age bracket would have still been very much in the work force at that time. I don't know if everyone was taught to write that way or not, but she was. She grew up in central Illinois.

RAY MARTIN Via Email
August 18 2003

Thought I would let you know that 6800183 is completely stripped down, fenders, hood, doors, trunk lid are at the body shop getting ready for paint. The engine and tranny are also out of the car.



I thought I would mention to you, while cleaning the front frame, I noticed a substantial crack on the right member about 2-3" back from the front crossmember. It is not because of any rust as there isn't any, wondering if this is a common problem? It starts at the bottom of the right rail, goes up and across the top, where it stops. It is an easy welding repair, now the engine is out.

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.**

- 419 Ronald J Regina 40 Oak Ridge Rd
Biddeford ME 04005 207-282-0232
Email booptoo@qwi.net
- 420 Donald Lipka 1234 Hillcrest Av
Yuba City CA 95991 530-673-1253
Email bevdon@hotmail.com
- 421 Steve Heise 8365 St Peters La
New Kent VA 23124
Email geyers@mindspring.com
- 422 Steve Johansen 6188 N Dolores
Fresno CA 93711 559-435-6075
Email jamessjohansen@aol.com
- 423 Larry Prater 13600 S 690 Rd
Wyandotte OK 74370 918-666-3819
Email larmarprater@netins.net
- 424 Johnny Thiele 2028 Hickory Hills Dr
Vandalia IL 62471 618-283-2734
Email jthiele@swetland.net
- 425 Thomas G Shead 962 Limekiln Rd
Doylestown PA 18901 215-345-1610
Email tsheas3@aol.com
- 426 Richard Fisher 206 Rolling Hills Dr
Elko Nevada 89801 775-738-6488
Email rrfisher52@hotmail.com
- 427 Tracy Hosac 220 E palmyra Av
Orange CA 92866 714-633-2583
Email tracy@parisrose.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: 1956 Golden Hawk 352 Packard engine. Complete, needs restoration. Ran when parked. \$7500. Call Lynn Zankich 11620 Via Vista Nevada City CA 95959 530-265-3644 (09/2003)

Wanted: 1956 Golden Hawk in decent condition. If it needs a little work, that is ok. Prefer one with 3 spd/OD, but will take anything in nice shape. I have a beautiful 1955 Chevrolet Bel Air Hardtop which I could trade. Bob Erickson, 912 S 12th St, Montevideo MN 56265, 320-269-8537 or 320-269-8969. (09/03)

For sale: 1956 Golden Hawk in Original Mocha/Doeskin, standard trans, dual carbs. Beautiful restoration, \$25,000. Call Ken Huggins, Columbia SC 803-296-5789 (07/03)

For sale: Packard V8 engine complete \$250.00. Engine came out of a 1956 Golden Hawk, but the engine number is P8955 which indicates it was originally in a Hudson/Nash. It has the 4 barrel carb, heads, exhaust manifold, etc. I also have the full drive train and rear end. Richard Mazurek, 930 NW 53rd ST, Pompano Beach FL 33064, 954-481-2715. (06/2003)

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. Thanks, Kendall A. Gibbs MD, lebaron41@yahoo.com 401-247-2015 (04-2003)

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

56J CLUB ITEMS

ALL PROCEEDS HELP MAINTAIN THE REGISTER

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

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. One set consisting of 3 pieces with ends tapered. \$110.00 per set (includes shipping). Myron McDonald, 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.

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. \$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 information. I have all of the prices. Questions, telephone 708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448. <rtq11@aol.com>

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 \$20.00



\$20.00

1956 STUDEBAKER MANUALS ON CD

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). \$10.00



\$10.00

56J ONLY NEWSLETTERS ON CD

All the back issues, up to the current one, in PDF format, viewable with Adobe® Acrobat® Reader (included). \$10.00



\$10.00

1956 STUDEBAKER GOLDEN HAWK PRODUCTION ORDERS ON CD

The complete set of all 4073 Production Orders for 1956 Golden Hawks, produced directly from our data base. PDF format, viewable with Adobe® Acrobat® Reader (included). \$10.00



\$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



\$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" Red on white background. \$3.50



\$3.50

CLUB ROSTERS (send SASE)

Make checks payable to Frank Ambrogio.

IN THIS ISSUE

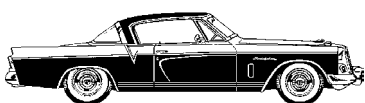
BOB HALL HAS RETURNED TO THE GROUP WITH A CAR FROM THE 1973 TW LIST.
STEVE HUDSON SAYS HIS 1953 CONVERTIBLE WAS ORIGINALLY A 1956 GOLDEN HAWK.
RADIAL TIRE PROBLEMS HAVE CAUSED EXTENSIVE DAMAGE TO SEVERAL MEMBERS' CARS.
RADIAL TIRES SIZES AND SPECIFICATIONS ARE DISCUSSED, ALONG WITH WHEELS.
BOB HELM OFFERS NEW 15X6 WHEELS FOR THOSE WANTING TO USE RADIAL TIRES.
TURNER BRAKE HAS SUCCESSFULLY REPRODUCED THE FINNED BRAKE DRUMS.
PRODUCTION ORDERS ARE NOW AVAILABLE ON OUR NEW CD IN PDF FORMAT.
ROY HASTINGS HAS A WHOLE LOT MORE INFORMATION ON ENGINE WEIGHTS.
BILL GLASS CAUTIONS EVERYONE ON OLD GAS TANK BRACKETS OR WEAK TRUNK PAN.
ED REYNOLDS HAS PRODUCED A FINE BOOK ON 1956-1964 HAWKS.
RAY MARTIN FOUND A STRANGE CRACK IN AN OTHERWISE UNRUSTED FRAME.



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USA
ADDRESS SERVICE REQUESTED

PLACE
STAMP
HERE

MAIL TO:



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