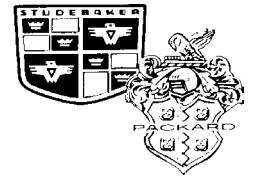




56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

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PRODUCTION ORDER VARIATIONS

Several items require clarification

Now that the production orders available on CD, it is necessary to explain a few items. There is a tendency to review them and make assumptions based on incomplete facts.

First I must emphasize that the production orders on the CD are NOT copies of the original production orders. They are production orders that were generated from the data base, which I created using the original production orders as the source of input.

Creating an electronic data base from a paper source, almost always requires that concessions be made during the process. Some hard copy items did not lend themselves to conversion to electronic media.

Many production orders contained hand written notes. I tried to identify these notes by placing them in parenthesis. Short notes weren't a problem, but some notes were extensive. Including these long notes in the data base was simply unfeasible. There were also many inconsistencies.

Quite a few production orders listed "FLIGHT-O-MATIC" as the transmission instead of "ULTRA TRAN." I think it is a safe bet that all these cars came with the Ultramatic. Therefore, I simply lumped all the automatic transmissions together.

Two production orders showed radios which were used on the sedan models. Instead of AC-2747 and AC-2748, they indicated AC-2745 and AC-2746. Again, I don't think you could stuff a sedan radio into a C-K dash board, but if you believe the production orders, that's what Studebaker did.

Some production orders listed strange names in place of something we are more familiar with. An example would be an item called "LUG LITE". It would be easy to confuse this item. Was it the regular trunk light part #1312907, or the special Trunk & Utility light, AC-2767. Member Brent Hagen cleared up this item when he sent me a copy of a Line Setting memo dated November 4, 1955. A

section at the end clearly indicates that "LUG LITE" is the standard light, part #1312907.

Related to the above was the listing of item SP-50056 which was not shown in any of the parts and accessories books. The same Line Setting memo showed that this was originally going to be the Trunk & Utility light, and would be available for both Studebaker and Packard models. It was replaced by AC-2767.

More confusion was generated because many standard items were listed on some production orders, and omitted on others. Examples are Electric Wipers, Oil Filter, Wet Air Cleaner, Deluxe Steering Wheel (see following story), crash pad, and Hill Holder. For consistency, these should have been listed on all production orders, or none of them.

The production orders have proven to be a valuable tool in determining the various statistics that our research has uncovered. However, we must remember that these are not necessarily 100% accurate. In some cases we could easily draw erroneous conclusions.

So, if you decide to examine the production orders, remember that there are a lot of circumstances to consider before drawing any conclusions.

STEERING WHEELS AGAIN

How many types were used on the Golden Hawk

The "Deluxe Steering Wheel" was standard equipment on the 1956 Golden Hawk. A "Deluxe Steering Wheel" was also standard on the 1956 President 4-door Classic. The wheels were white, appeared identical, but differed in their diameter. The Golden Hawk wheel, part # 1540647, was 17", while the President wheel, part # 1540365 was 18". (**NOTE:** Owner Jim Bella provided the engineering drawings for these two wheels, and they indicate that the wheels are 17-1/2" and 18-1/2" respectively.)

Forty two production orders for 1956 Golden Hawks listed "Deluxe Steering Wheel" as one of the options. While standard on the Golden Hawk, it was an option on the Sky Hawk, Power Hawk, and Flight Hawk models. This inconsistency could lead someone to believe that there were two or more wheels used on the 1956 Golden Hawk.

For instance, the "Deluxe Steering Wheel" option could be interpreted in several ways:

One is the notion that it was simply confusion on the part of the salesman. This makes the most sense and it's what I choose to believe.

Another version, which I've heard more than once, is that the Deluxe Steering Wheel was the 18" diameter wheel used on the President Classic models. The notion here is that this wheel was used on Golden Hawk models which did not have power steering. The theory was that it would be easier to turn the wheel if it was larger.

I find this hard to believe. Both my cars, one with PS and one without had the standard Golden Hawk wheel. Judging by the condition of these wheels when I purchased each car, they most certainly are the original wheels. I believe Studebaker used 17" steering wheels on all the Hawk models, due to the minimal clearance between the bottom of the wheel and the seat. It doesn't make sense that a larger wheel, which reduced this clearance, would be considered an upgrade.

A third opinion is that there was a black steering wheel used on some 1956 Golden Hawks. The Hawk brochure for 1956 shows an artist's rendering of the Golden Hawk dashboard and also shows a black steering wheel. Most likely, the brochure was created prior to the actual production of the cars.

Thanks to Jim Bella, I have the engineering drawing for the 1956 Golden Hawk steering wheel. Jim pointed out an interesting note. In a box at the top left corner of the drawing, is shown:

CHANGE NO.	10302
CHANGE DATE	SUPS 1539788X41 FOR 56J 56G 9/8/55

I assume that "SUPS" means supercedes or possibly substitute. 1539788X41 is the part # for another steering wheel which was also a 17" wheel and used on the other Hawks, C-K models, of 1956. If any 1956 Golden Hawks were, in fact, fitted with this black steering wheel, it would stand to reason that it would have to be a very early production model.

By taking a closer examination of the production orders, one could conclude that this probably was not the case.

The first two (show cars) weren't built until 9/23/1955, 15 days after CHANGE NO. 10302. The next 24 cars were exported to BRUSSELS, BELGIUM with a final assembly date of 11/22/55. The first domestic 1956 Golden Hawk had a final assembly date of 10/28/55. The order was written on 10/12/55, nearly three weeks after the engineering change.

I have many magazines from the mid fifties which contain drive reports on the 1956 Golden Hawk. Not one single photo shows a 1956 Golden Hawk with a black steering wheel.

As conclusive as all this may seem, there are some items that lend credence to the possibility that some cars were outfitted with a black steering wheel.

Thanks to Richard Quinn, I have several original factory photos of 1956 Golden Hawks. One photo, of a car with the early paint scheme, definitely shows a car with a black steering wheel. A second photo, showing a car with the later paint scheme, also reveals a black steering wheel. Factory photos don't necessarily mean production car releases, but it does raise the question.

The first photo, of the car with the early paint scheme, is a little easier to accept. Depending on the date the photo was taken, the steering wheel could have been changed at a later date.

The second photo, of the car with the later paint scheme, doesn't make sense at all. I would have to think that by the time the new paint scheme was employed, the steering wheel option would have been settled. It is possible that this was originally an early paint scheme car, with a black steering wheel, that was painted later to the new paint scheme.

I think we can all agree that the black steering wheel was originally intended for all Hawk models in 1956, including the Golden Hawk. Whether any 1956 Golden Hawks actually left the factory, outfitted in this way, is something we have yet to prove.

Obtaining the facts from nearly half a century ago, certainly opens the door for false assumptions. I'm of the opinion that of the 1956 Golden Hawks that were sold, all were outfitted with the white 17-1/2" steering wheel. If you believe some 1956 Golden Hawks were sold with a black steering wheel, or an 18" wheel, you can easily change my mind. Just send me three pieces of proof.

NEW STEERING WHEELS

Now available from Shrock Brothers

From: Bill Glass March 7, 2004

I have in my possession a 1956 Golden Hawk reproduction steering wheel. It is absolutely top drawer/top notch. They managed to produce a method where the metal trim tabs are inserted in such a way that they will never move, and the trim rigs are made of stainless steel so there will be no staining of the wheel. The grooves on the hand grips are perfect.

The color of the wheel is right on. It is the "cream white, with a touch of translucency. Cost per wheel is \$575 + \$25.00 S/H with a core.

The wheel is made by pressure casting with heat. This means a cleaner and smoother parting line which requires little or no sanding when pulled from the mold and under careful scrutiny I finally managed to find the parting line.

I suggest that anyone needing a wheel get in touch with them ASAP and send them a core.
SHROCK BODY SHOP
3999 TYRONE PIKE
COALPORT PA 16627

WHEELS

By John Metzker (submitted by Bob Palma)

My experience with non-stock wheels has been extensive but most of it was undocumented. I have owned many Studes in 38 years and very few of them had "stock" wheels. Those that did were and still are treated to 70's vintage Dodge van / full size Ply./Dodge wheels in a 15"x5-1/2" size as they are commonly available in the self-service wrecking yards out here. These accept both 205 or 215, 70 or 75 tires correctly and fit the cars nicely. There are several different versions, I match the Chrysler P/N to make a set. My current Avanti had a set of the factory authorized Halibrand "Sportsman" wheels installed onto it in '66. For various reasons I replaced them when re-doing the car recently. The Avanti will not tolerate a great amount of front spacing, especially in the rear. The Halibrand measures as follows:

15" x 5.5" backspace = 3" front (outside) space = 2.5" actual offset = 1/4" to the inside.

I choose American Racing's "Salt Flat Special" as replacement due to it strongly resembling the "Kidney bean" style wheel that Halibrand made but Studebaker choose

not to use. The off the shelf size I choose measures as follows:

15" x 6" backspace = 3-3/8" front (outside) space = 2-5/8" actual offset = 3/8" to the inside.

I really wanted to use a 7" or 8" wheel in the rear to accept more tire, but these wheels in those widths, off the shelf have a 3-1/4" front space, which would stick the tire too far out. I have since discovered that American will build this wheel in custom sizes to fit unique situations as this; when funds allow, this is what I plan on doing. As the car exists with the 6" wheel there is at least 3" minimum clearance between the tire and the leaf spring so adding to the inside of the wheel shouldn't be a problem.

In the late 70's I used a set of 15"x 8" Chrysler station wagon wheels on both a '60 Lark and later a '64 G.T. and had no clearance issues front or rear, on either car. In 1970 installed a pair of 15" x 8-1/2" American 5-spokes with F-60 Goodyear Polyglas GT tires onto the front of the '63 GT that I owned; they looked good, fit the car well and again no fender or suspension interference. All of these cars were 8-cyl. w/drum brakes; I can't say that the disc set up would not have been a problem. The after market wheel I have most commonly installed on my cars through the years has been the Cragar S/S in various sizes. They work with the disc brakes (even the 14" x 6" size) with no clearance problem.

CONTROL ARMS

Check the bolts

One of the first things I had done to my first Golden Hawk was the replacement of the upper and lower control arm bushings. This was done in late 1983. I purchased my second car in early 1987, and had the same work done on it. A year or two later I changed from Dot-3 to silicone brake fluid and began replacing stop light switches every year. After about 6-8 such replacements, I was getting pretty good at it.

Once, while changing the brake light switch, I happened to bump the upper control arm bushing bolt and it fell out. The only conclusion I could draw was that the person who had replaced the bushings failed to tighten this bolt. I put the bolt back in and began to tighten it. The shop manual indicated that this bolt should be tightened to 32 - 37 ft-lb. I decided to check the bolt on the other side of the car and found I could turn it with my fingers. This was too much of a coincidence so I raised the hood on the other car and checked the bolts.

Though not as loose as those on the other car, they were no where near the required torque tightness. Both cars were serviced at the same location, but there was a lapse of about 4-5 years in between. The thought of a coincidence was no longer valid. I checked all the bolts on the control arms of both cars, and every one was loose. I tightened all the bolts pertaining to the front suspension to the recommended torque as shown in the shop manual.

Periodically, I'd throw a wrench on the bolt near the stop light switch to check if it was still tight. I didn't check the torque, I just checked to see if I could nudge it. It always was snug, and never did it turn.

About seven years ago, I had new front springs installed on one car. Four years later, I replaced the front springs on the other car. This was done at two different repair facilities, and neither was done at the service shop which replaced the bushings. Recently, I checked the bolt near the stop light switch and I could loosen it with my fingers. I finally decided that either the service man did not tighten these bolts to the proper torque specification or the bolts themselves have lost their holding strength.

I decided not only to replace all the bolts, but I upgraded them to grade 8 bolts. I'll keep checking the bolts each time I change the oil and lubricate the fittings, to make sure the bolts are still tightened to the proper specs.

If you've had any front end work done on your car, that required removal of any of the bolts, please check to see if everything is the way it should be. I'd like to know if anyone has had a similar experience. I'll report any news in the next issue.

TIRES, ONE MORE TIME

*Jennings W. Fleenor, Kingsport TN
Taken from Old Cars Weekly 5-13-04*

In reference to the February 12th issue with the question about changing tires every six years, my experience with this is the tires on my antique car that had 4,000 miles and were seven years old. The tires looked as good as any in the tire dealer's display. After an hour driving on the highway at speeds of 65-70 miles per hour, the steel belt separated from the body of the tire. It cost over \$1,100 to repair the damage to the left side of the car. The tire dealer told me he was sorry, but there was nothing he could do as the tires were over six years old. I thought I'd pass this along for what it might be worth.

NOTE: from Tom Brownell: With collector cars commonly being driven at highway speeds, which are typically at or above the posted limit, the possibility of failure increases as tires reach or surpass their age limit. As Mr. Fleenor points out, aging tires may show no visible blemishes, especially not the checking that we normally associate as a sign of aging tires, yet be at risk of failure nonetheless. The expense of replacing tires every six years is not news any of us wants to hear, but for our own and others' safety it's a rule we should adopt, especially if we're not content to chug along so that we're passed by everyone on the highway.

AIR CONDITIONER PULLEY

Another new item is available

Member Jack Nordstrom has just completed the manufacture of an aluminum pulley which will allow owners to add air conditioning to their 1956 Golden Hawk. This would be the third pulley on a power steering equipped car. There is the one pulley, vibration damper, on all cars which is used for the generator belt. A second pulley is used for the power steering belt. This third pulley would be used for the air conditioner belt.

Jack said the AC pulley for a 1955-56 Packard is very scarce, and would cost about \$500.00. If you are interested in this item, see Jack's ad in the Wheel Estate section.

SHOW TIME

Helping the cause

Our Register, through our newsletter and our web site, has done much to get many 1956 Golden Hawks on the road. We've accomplished quite a bit during the past 15 years, much more than I ever dreamed. Though there are still some differences of opinion on a few items, for the most part, we are all "reading from the same sheet of music."

Jack Nordstrom is offering AC pulleys and transmissions conversion kits. Bill Glass sells the shift quadrant. Gary Capwell rebuilds fuel pumps. Brent Hagen rebuilds water pumps, and rewires tachometer sending units. Jack Vines offers a cam retainer plate and spacer. The Shrock Brothers are recasting steering wheels. John Brooks has electronic ignition modules. Some people are working on other projects to help us with our cars.

Through our combined effort, we've been able to generate a better image for the 1956 Golden Hawk, and consequently increase its value. Probably our biggest drawback is that our effort is pretty much unknown outside

our own circle. Our newsletter reaches owners, but not so many non owners. We do send out courtesy copies to several people and many of them have been a big help in giving us a little exposure.

However, the biggest boost to our image is from those of you who have put your car in shows and/or displayed them at cruises. I think that this action is the most beneficial. It gets our cars in view of the people who are most interested. Many of you have brought your car to some of the SDC International meets. In doing so, you send the best message of all. A well done 1956 Golden Hawk always draws a crowd and invites a lot of questions.

Putting your car in a show can be rewarding and, at the same time, quite frustrating. Winning awards is always fun, but sometimes, the owner might feel that the judging was less than perfect. I've spoken to some owners who had their car judged at SDC International Meets, and several have vowed never to do so again. I'm sorry to hear that, but I understand. I just hope others will fill the gap as this is a great way to promote our cause.

I should add, that I'll probably never have one of my cars at an SDC International meet. I wouldn't know how to get it there. I don't have the equipment to haul it, and I wouldn't want to drive it. Spending several days on the interstate, competing with modern cars and heavy trucks, in the heat of summer, with all the noise of having the windows down, just doesn't appeal to me. That just makes me admire those of you, who have shown your car, even more. We all have things that we are more suited to, and mine is doing newsletters.

In recent years, there have been some very high quality restorations and I think a lot of people have taken notice. I hope more of you will bring cars out to the shows and let people see what we are all about. For sure, you will have my gratitude, and admiration.

PACKARD MEET IN SALADO, TEXAS

By Ken Berry

At the 27th Annual Texas Packard Meet in Salado, Texas on April 3, Jack Nordstrom and I showed up with our 56Js and participated in the car show and activities. The Golden Hawks were given a big welcome by the club. The Packard folks there had a class designated "Factory Packard Powered" and the Golden Hawks both came away with trophies. My car received the First Place honor but both cars were very well admired and drew a lot of attention. Jack and I spent the better part of the day answering question

from the admirers and the Packard owners. That evening, at the dinner and awards presentation, those who were first time attendees were asked to introduce themselves and tell what kind of Packard they drove. When it was my turn, I told them I drove a Packard 352 V8 with a Studebaker body! It was a great meet, the weather was perfect and the parking lot was filled with some very nice Packard automobiles.

NEW SEAT BELT DECAL

For cars with seat belts.



One item that has never been available, as far as I know, is the decal that adorns the buckle of the Studebaker and Packard seat belt that was used from 1955 through 1958. This is the red, white, and black circular decal, not the gold one used on later seat belts.

About 10 years ago, John Brichetto, the owner of *Autosport Specialty*, asked me about this decal. He had gotten some artwork from Dennis Larkins, who was an owner at the time. He wondered how many cars came with seat belts and I was able to tell him the number for the 1956 Golden Hawk. I even offered to help with the cost. I guess he decided that their just wasn't enough of a market for this item, so it never was produced.

Recently, owner Brent Hagen asked if I could get this decal reproduced. I had done the oil bath decal about 7 years ago. I checked with the same shop that did that earlier decal and the owner said he could reproduce it using one from a seat belt that I was able to supply. I gave him the order, and I now have enough decals to retrofit every remaining car on the planet.

In addition to the seat belt decal, I also have the oil bath, and the oil filler cap decals. If you need any of these decals, the information is in the 56J Club Items section.

THE MAILBAG

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

(Edited as required.)



BRENT HAGEN Via Email
February 4, 2004

I enjoyed reading your latest newsletter. I have two comments. One regards the weight

of the 56J Ultra. Packard switched from using a cast iron transmission case in 1955 to the aluminum case in all 1956 models including our 56J's. I think this lightened it about 15-20 pounds. My car had one of the 1955's in it when I bought it. It wasn't hooked up yet and I put the original Ultramatic back in. I really noticed the weight difference at the time.

The other comment was about Robert Kaufman's runaway 56J. Looks like the "heavy" Packard motor kept him from losing his car!

CHARLES R SLOUGH Gratis OH 2-5-04

Here is the story on the 1956 Golden Hawk I have for sale. In 1970 I traded a '57 Studebaker truck for it, put it in my heated area in the basement, then I lost interest. The car sat for 15 years, then I retired in 1985. I started taking it apart, spent several years rounding up new parts. I had new '56 and '58 front end parts. I liked the looks of the '58 front end, so I went with it. I finally got all the new parts I needed. Then I lost interest in it again.

Finally, I told myself I have to get this car done as I'm not getting any younger and I am the only one around who knows how to fix it. Finally finished it last spring, then my health took a turn around. I would like to see someone in the club get the car. I haven't advertised anywhere although I have had several inquiries from around the neighborhood. It would not take much to make it a #2 or better.

(NOTE: Charles sold this car to Joe Hall in March. Here is what Joe had to say:)

Yes I did buy Charles Slough's 56J. Charles is a super nice guy, and probably put around 2000 labor hours in the restoration. However, having spread it out over 34 years, some things he did 30 years ago needed re-doing. For example the grease in the kingpins had just about turned to paraffin.

He really did a swell job though. I consider myself lucky to have bought it. Though I really needed a third 56J like I needed another hole in the head. Like the others though, I have fallen in love with it and decided it's a "keeper".

I am still finishing the final 10% of the restoration, but it is coming along nicely. Thanks for all you've done for us 56J guys.

LANNY MCNABB CHATTANOOGA TN 3/1/04

I grew up in Jasper, Tenn., population 3000 or so. We had only one new car dealership and it was Cagle Brothers Studebaker/Packard

Motors. Dad bought us a new Packard in '52 and we loved it. '55 came along and was very exciting, but one morning going to school, we passed the showroom window and there was a red and white 56J.

I thought that was the most beautiful car I had ever seen. A friend of ours bought it after trading in a '55 Packard hardtop. My best friend's father owned a tavern on the courthouse square and after driving a truck all week, the Hawk sat on the curb most of the time.

One of the dumbest things I have ever heard a grown man say was, "why don't you boys drive my car some during the week to keep the battery up and keep it clean. At age seventeen - a dream come true.

We never abused the car, but on two or more occasions we were able to get it up to 140 + MPH! Two ply tires, ancient brakes and 17 year old drivers! The man should have been committed.

I went away to college and never knew what happened to the car, but I recently ordered the wonderful disc that has all the production sheets on all 56Js and guess what, 6031543 delivered in early February to Jasper, Tennessee. What a thrill!

The dealer is still around and still a close family friend whom I am visiting next week to show this sheet. I think he will appreciate it.

I am so delighted to have the disc and am grateful for all the time and hard work that went into it. Thanks!

Does anyone know the whereabouts of this 56J? I will pay a generous reward for information about the car if it is still alive or not. Call me at 423-886-5500.

BILL LADROGA Via Email 04-14-04 Oil Pan Plug Tip

While changing the 5/8"-18 oil plug on the oil pan of my 1964 Cruiser, I noticed that someone had installed a "5/8" O.S." plug in the pan. The "O.S." stands for "over size." Evidently the original plug had stripped out. The single over sized plug stripped out on me too, and I found out that double over sized plugs are not available.

Working with a local parts store, we found that an 18 mm oil pan plug was readily available and it's just oversized enough to make it work. Since the 56J also takes a 5/8"-18 plug, the 18 mm will work on the Hawk's Packard engine too.

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.

- 430 Kelly J Marion 928-527-1403
3006 N Schevene Blvd Flagstaff AZ 86004
Email kelmbaker@msm.com
- 431 William K Wilson 562-693-7106
3600 Holmes Cir Hacienda Hgts CA 91745
Email sylhall@aol.com
- 432 Dean McFarland 317-847-1628
1041 Nast Chapel Rd Martinsville IN 46151
Email deanmcfarland@hotmail.com
- 433 Bob Erickson 320-269-8537
912 S 12th St Montevideo MN 56265
- 434 George Conrad 715 740-342-1312
Mellwood Dr New Lexington OH 43764
- 435 Bill Rutan 562-696-1914
14720 La Cuerta Whittier CA 90605

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. Please let me know if the transaction has been completed.

Wanted: for a 1956 Golden Hawk. The righthand I.E. the passenger side roof drip stainless steel moulding. The part # 303558. I think the same trim fits all K5, K7 &/or K9 hard top bodies from 53 to 58. Bob Aiken, 6377 SCOTT RD, VERNON BC V1H 1N4, 250-542-7869, <ba56j@shaw.ca> (05/04)

Wanted: Packard V8 forged crankshaft. Also, information and experiences from any members who have used or even seen a forged crankshaft. Jack Vines, Packard V8 Ltd. 3227 E. 28th Avenue, Spokane, WA 99223 PackardV8@comcast.net (01/2004)

For sale: NOS and used 56J parts. New carb overhaul kits \$25. I can repair most tach sending units and I rebuild sending unit to tachometer cables. Brent Hagen, 6220 SE 55th Ave, Portland OR 97206-6800, phone 503-771-0604. ghawk352@effectnet.com (11/2003)

For sale: "352" overhauled, unfired, auto trans, Saginaw power steering, extra torque and intake, many other extra, make offer, may part out. 541-424-3112, 541-740-6079. Don Wagner. (10-2003)

For sale: 1956 Golden Hawk used parts & literature: #403502 pressure plate \$50.00, #461543 bell housing \$150.00, # 440529 flywheel \$100.00 #473176 clutch plate \$40.00, #6403546 clutch release lever & ball stud \$35.00, #465306 release bearing \$20.00. \$350.00 for all. Can have clutch plate & pressure plate rebuilt for additional cost. # 440893 intake manifold \$35.00. #1312185 hood ornament \$75.00. # 1312079 lower grill molding chrome \$35.00. # 440842 timing chain \$20.00. #440843 timing gear \$20.00. #440841 crank sprocket \$20.00. Packard Delco starter motor with solenoid \$75.00. Small folder of entire 56 Stude auto line \$20.00. Large folder of 56 auto line \$35.00. Large folder of only 56 Hawk line \$35.00. 56 Golden, Sky & Power Hawk F fender chrome strip #1312503 good cond \$30.00. 56 Golden, Sky & Power Hawk door chrome strip # 1321106 good cond \$25.00 ea. Will trade some of above for 56J power brake unit (hydrovac). Shipping extra. John Raises email: avantijohn@yahoo.com (10/2003)

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)

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)

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



1956 Golden Hawk 1:72 scale model die-cast. Pick from any of the standard 1956 colors. \$70.00 + \$5.00 S/H. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (04/2004)

www.shrockbrothers.com/72nd_scale.html

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

Recast Steering Wheel PN 1540647, white, 17", just like the original, includes the four rings around the ribbed area. \$575.00 + \$25.00 S/H. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (04/2004)
www.shrockbrothers.com/steering_wheels.html

New AC pulley for adding air conditioning to your 1956 Golden Hawk. Aluminum pulley, \$250.00 + \$20.00 S/H. Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132, phone 800-775-7077. (04/2004)

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

Packard V8 Cam Retainer Plate and Cam Spacer. Toward the end of V8 production, Packard redesigned these pieces to raise oil pressure and stop lifter noise. If you are rebuilding a 56J V8, you MUST replace the original parts with these two pieces, however, until now, you would have had a problem, as they were No-Longer-Available from any vendors known to us. We needed parts for our engines, so made some on a CNC mill in A2 Heat Treated Tool Steel. As a favor to club members, we will make the set available for \$75, shipping included. They

will be the most beautifully finished part on your engine. Packard V8 Ltd. 3227 E. 28th Avenue, Spokane, WA 99223, email PackardV8@comcast.net We prefer PayPal, cashier's check or money order. (02/2004)

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

Reproduction trunk escutcheon for 1956 C-K cars, \$75.00. Myer's Studebaker Parts 130 Main St, PO Box 276, Duncan Falls OH 43734. Phone 740-674-4897, FAX 740-674-7170, Email spookys@1st.net or Visit our web site at www.myersstudebaker.com (03/2004)



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

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

Reproduction Tail Light Lenses 1956 C-K part# 1312694, \$49.00 ea. Chuck & Chris Collins, 2410 W Freeway Lane, Phoenix AZ 85021, 602-995-5311, FAX 419-858-5900, Email chuck@studebakerparts.com. On the web at: www.studebakerparts.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>

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. 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.mystudebaker.com

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

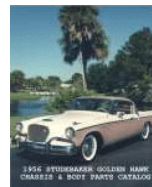
UPHOLSTERY, HEADLINERS, TRUNK MATS for 1956 Golden Hawks. Do this part of your restoration right, too. Rene & Bonita

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 REGISTER

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG. 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins (add \$8.00 foreign S/H).



\$38.00

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 (\$8.00 foreign S/H)



\$22.00

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).



\$11.00

56J ONLY NEWSLETTERS ON CD

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



\$11.00

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).



\$11.00

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

DECALS (APPLIQUES) - TAGS - PATCHES

PATCH 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background.



\$3.50

OIL FILLER CAP, blue/buff \$ 3.00.
OIL BATH, yellow/black \$ 4.00.
SEAT BELT, red/black/white \$ 3.50.
GENERATOR FIELD TERMINAL TAG, red \$ 1.50.
TACHOMETER SENDING UNIT TAG, red \$ 3.00.

CLUB ROSTERS (send SASE)

Make checks payable to Frank Ambrogio.

IN THIS ISSUE

PRODUCTION ORDERS HAD ERRORS OF THEIR OWN.

STEERING WHEELS AND WHAT WAS USED ON THE 1956 GOLDEN HAWK.

THE SHROCK BROTHERS HAVE SUCCESSFULLY REPRODUCED OUR STEERING WHEELS.

JOHN METZKER HAS MORE INFORMATION OF WHEELS.

LANNY MCNABB RECALLS HIS DAYS OF DRIVING A 56J AS A TEENAGER.

JENNINGS FLEENOR OFFERS ANOTHER EXAMPLE OF THE AGING TIRE PROBLEM.

SEAT BELT DECAL IS NOW AVAILABLE, ALONG WITH THE OIL FILLER CAP DECAL.

KEN BERRY PROVIDES A STORY OF A PACKARD MEET HE RECENTLY ATTENDED.

JACK NORDSTROM HAS REPRODUCED AN AIR CONDITIONER PULLEY.

CONTROL ARM BOLTS SHOULD BE CHECKED PERIODICALLY.

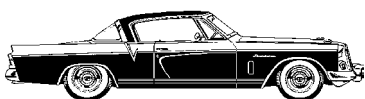
BILL LADROGA HAS A REPLACEMENT TIP FOR THE OIL PAN PLUG.



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THE CURE FOR THE COMMON CAR