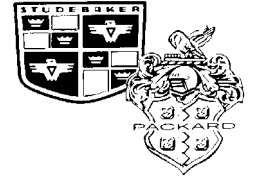




56J ONLY



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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OCTOBER 2004

THE STORY OF 6033131

Original owner's son gets help from 56sghor

On June 14 I received the following message from Marty Prager:

"My dad bought a Snow Cap white 56 Golden Hawk at the South Bend factory in July 1956 and we drove it home to LA. Other than some photos with the California license plate number I have no way to identify the car. Is there any way to determine its whereabouts? We sold the car in excellent condition with 90,000 miles on the odometer in February 1966."



That the car was Snowcap White and built in South Bend narrowed the search to 130 cars. After further correspondence, Marty stated the car had automatic transmission, power steering, manual radio, white sidewall tires, dual rear radio antennae. It did not have back up lamps, power brakes, seat belts, or heater. Armed with this additional information, the search was narrowed considerably. In fact it was reduced to just one car. When I searched the data base, only serial # 6033131 met all the criteria.

I was positive I had found Marty's father's car because the production order showed Ship Via "CUST - MARTIN S. PRAGER TV", with a Destination of "LOS ANGELES 7 CALIF - HOFFMAN". The "TV" was hand written on the production order, and I don't know what it means. The rest is pretty clear. Later, Marty would write: "The dealer's name, by the way, was Lathrop G. Hoffman located in Huntington Park (suburb of LA) California."

The next step was to find out if the car had survived. A quick search of our register provided the answer. Not only has it survived, but it is registered to owner Larry C. Morris of nearby Yucaipa CA.

I sent Marty and Larry information on making contact.

Through the years, we've had some great stories unfold and printed them in 56J ONLY. I'm always amazed when a car turns up half a century later. As with the Pat Dougherty/Lu Palma car, this car was located near its original destination. I hope you enjoyed sharing this story.

The last I heard, Larry and Marty had not gotten together.

'E' VERSION OF 56J ONLY

It's fast, clear, and in color

Prior to mailing issue #048, I sent an Email to everyone on my address list, asking if anyone was interested in receiving 56J ONLY via the internet. Over 50 owners responded in the affirmative. Everyone seems pleased with this method. Here is how it works:

- Once I complete an issue, I convert it to Acrobat Reader (.PDF) format and post it on the web site.
- I send an Email message to all the recipients, with the necessary retrieval information.
- The recipient can then view, copy, and/or print it at his/her leisure.

If you have internet access, you might find that receiving your issue electronically is better. There are several advantages:

- Speed. The newsletter will be available as soon as I get it ready for printing. This will especially help those outside the US.
- Clarity. The generated newsletter will be of much better quality, with sharper images than the copy from the printer.
- Condition. No torn, wrinkled, or missing pages, or other damage that can result during transit.
- Color. The electronic version will appear exactly as written with colored text and photographs.

Here are a few comments from fellow owners:

Bill Ladroga: What a pleasure to get the Newsletter on-line! We can see the colors.

Brent Hagen: I downloaded the newsletter last night and it worked just great!

Richard Atkinson (South Wales): Great to receive 56J in Acrobat form. I've printed it out and will now settle down for a good read! It makes much more sense that you load each issue in PDF format. (thumbs UP!)

Bob Edwards: No trouble printing. 10 pages took about 30 seconds per page-GREAT. Got all colors and pictures---SUPER!

STEERING WHEEL COLOR

Response from owners

Jimmie Facklam: About the black steering wheel. The first 56J, SN 6032259, I had back in the 70s had a black wheel, it looked like the very same wheel only black, never had a padded dash. I see on production order it was ordered with 354 rear axle with the o/d, also shows dir sig, clock kit elec and climatizer and defroster. I thought these were standard on all 56J.

Charles Harrison: Several years ago I went to a very large flea market in Canton, Texas, southwest of Dallas. Returning home about 15 minutes south of Canton on TX Hwy 19, I saw a '56 Golden Hawk parked beside the road with a telephone number on it. I wrote the number down and called after I got home. I later bought the car. It had no engine or transmission and most of the trim had been removed, but it still had the fins, dash and the body was solid. Good hood, deck lid, doors, dash, fenders, frame etc. The car had almost no rust.

This car had a "black" steering wheel without the metal dividers on it. It was the larger diameter 17" wheel. I certainly am not in a position to say it had not been changed at some point in time, but I can say it was black when I found it and is the wheel that I am using on my current project 56J.

(NOTE: The question still is, did they come from the factory with black wheels?)

ENGINE WEIGHT OF THE PACKARD V8

Finally we have something official

For years I've been asking what the Packard V8 engine weighs, but I have never been able to get a definite answer. Thanks to owner Jimmie Facklam, I now have the answer. At

the SDC International Meet in Charlotte this past June, Jimmie told me he had a 16 page document which gave very specific information of the Packard V8 for 1955.

He was kind enough to let me borrow it and it contained a wealth of information. It gave a detailed account of how the engine's development began in 1949, and made many comparisons to the 1954 Straight-8 which it replaced.

Table 2 of the paper contained a comparison of the weights of the two engines. The data for the 1955 V8 is shown below:

Table 2 - 1955 Engine Weights
All weights are in pounds)

Cylinder Block, Bare	210
Cylinder Head(s), Bare (cast iron)	128
Crankshaft	56
Ultramatic Flywheel and Ring Gear Assembly	8
Connecting-Rod Assembly, Complete Set	14
Intake Manifold	28
Exhaust Manifold(s)	23
Camshaft	10
Valve Train without Camshaft	27
Engine, Complete Assembly, Including all Accessories. Except Air Cleaner, Dry	698
Radiator, Complete with Core and Tank	22
Engine and Radiator, Dry, Total Weight	720

Finally, we can settle on an approximate weight of 700 pounds. This is about the same figure Roy Hastings' determined as the weight of the Studebaker V8, in issue 046. After all this talk about the heavy Packard V8, this information shows that there isn't much difference between the two engines.

The engine under discussion was the 1955 352 CID V8 which would be the equivalent of what was used in our cars. The paper is far to large to print in the newsletter, but if anyone would like a copy, just send \$2.00 to cover printing(\$1.12) and postage (\$0.60).

REPLACEMENT HORNS

From SuEllyn Rody

Upon diagnosing that the OEM Sparton horns on the 56 Golden Hawk needed to be replaced I found that NAPA 730-1055 and 730-1054 make easy to install replacements for Hi and Low horns. They sound similar to originals and directions are easy to follow.

The NAPA horns do not look like originals and are a modern design type horn and made of metal not plastic. The installation used the original mounting hole in the body. They are mostly hidden from view when the hood is open.

What works so well is that the mounting hardware fits without modification. Our price at NAPA was \$14.77 per horn. All that

has to be modified is to cut off the old horn wire terminal and install a provided new terminal that then slides onto the new horn. They are also much lighter. Both weigh less than one of the original horns.

Check their Official E-commerce Site at NAPAonline.com. The exact horn for the part number we got is not shown. Again the part numbers are 730-1055 and 730-1054

CONTROL ARMS

A Studebaker wide problem

Brent Hagen: Regarding the A-arm mounting bolts coming loose, I have found this to be a problem with all Studebakers we have owned including a GT Hawk and a Wagonaire. We fixed the problem with new lock washers and nuts. The lock washers lose their spring and the sharp points that dig in over time. New hardware is cheap insurance. I also make it a point to check the A-arm bolts for tightness, whenever I have the car up on Jack Stands for other maintenance.

REPRODUCTION PARTS

Reproductions from Studebaker International

EXHAUST TIPS & BRAKE DRUMS



Studebaker International owner, Ed Reynolds, has had the 1956 Hawk exhaust tips reproduced. He showed me a prototype unit at the International meet in Charlotte last June. These are a one year only item, and have been extremely hard to find. This should allow those restorers to add the finishing touch to their project.

Ed is also working on reproducing the finned brake drums, both front and rear. These were previously available through Turner Brake, but Jim Turner abandoned the project when sales were far less than anticipated. Thanks to Ed for picking up on this.

SDC INTERNATIONAL MEET

56SGHOR was well represented in Charlotte

The 2004 SDC International meet was held in downtown Charlotte NC during the week of June 6 - 12. The downtown location proved to be a bit of a challenge for many visitors, especially those who brought a Studebaker. As would be expected at a downtown site in a major city, parking was at a premium and maneuvering was somewhat of an adventure.

Five owners had their 1956 Golden Hawks on the show field and there was a good crowd

around each car, most of the day. Of course, most of the crowd consisted of 56J owners, we spent a good deal of the time comparing notes. Dotting the show field were cars belonging to Richard & Debra Anderson, Bill & Carolyn Hunt, Lanny McNabb, Joe & Nancy Bacon, and K. V. Smith.

Owners Chuck Lampman and Philippe Hans had planned to bring their cars to the meet, but problems prevented them from doing so. Bob Hall, Joe Hall, and JD Nutgrass drove their cars from Kentucky, but were not allowed to show them. The person manning the gate to the show field told them they couldn't enter since they hadn't pre-registered. Instead, they were relegated to the parking garage.

The awards banquet provide some pleasant surprises. K. V. Smith's car was not judged. Joe & Nancy Bacon's beautiful car did not receive an award. I don't remember if it was for display only, or among the judged cars. The remaining three cars took first place awards.

Lanny McNabb scored the minimum 375 points with his beautiful black 56J. Bill & Carolyn Hunt scored 393 points with their Mocha & Doeskin car. Their car has the dual 4 barrel carburetor setup, for which the judges see fit to deduct points. I think the deduction is 2 points, so in my book, they scored 395.

The real highlight of the night was when it was announced that Richard & Debra Anderson's Mocha/Doeskin beauty scored 397 points and won the Best Of Division award. A picture of the winning cars was displayed on a large screen. Since Richard and Debra's car was the last one to receive an award, the image stayed on display for several minutes.

Over the past two years, I've spoken with Richard many times. I tried to answer his questions as best I could. Often times, I just didn't have the answer. I have to admit that in the back of my mind, I hoped he wouldn't be too disappointed when he received the judging results. He was doing virtually all the work himself, including the paint, and I've seen many "home made" restorations that simply didn't measure up.

When I saw the car at the show, I knew it would win a first place award, but I never expected to see a 1956 Golden Hawk win a Best of Division award. I think I was as happy as they were.

One thing I know is that all of you who have brought your 1956 Golden Hawk to any SDC meet have done more to enhance our image and reputation than any other means. If it happens to score 397 points at an SDC International Meet, well that's just icing on the cake.

MAIL BONDING

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

(Edited as required.)



PHILIPPE HANS

June 9, 2004



Attached are pictures showing the completed project, as delivered by Bob Baker yesterday. Obviously, I didn't make it to Charlotte after all. After driving the car for 1 hour around

the neighborhood without any problems and then taking these pictures, I was unable to start the car. My neighbors assisted me in pushing it into the garage. This morning the car started without any problems. I suggested to Bob that the problem might be related to vapor lock, but he seems to think it's due to the battery. He offered to come by and install a better battery (Interstate), and I accepted.



BILL GLASS

June 29 2004

I was trying to get in contact with you prior to Charlotte. We were going to vend and then were informed 8 other screen printers were going to be there.

We decided against vending, and I had the Hawk completely gone over from stem to stern. That Sunday we got up and started out for Charlotte at 3am. By 7am we were near Harrisburg Pa and Ellen said it was too hot in the car and could I turn the heat down. I slide the slider over, and within 5 seconds we had hot smelly water flowing into the cabin by Ellen's feet.

After about 30 min a guy pulled over in his panel truck, he was a plumber and he fixed us up with a piece of pipe to keep the hoses connected, but it was a mess and we made a U-turn and came home. My brand new carpeting up front is two different colors.

DALE GITTINGS

July 4 2004

I would like to relate my experiences with tires in response to recent letters in our newsletter.

I believe that your statement on radial tire is correct as related to shelf life. I have a 34ft motor home which came equipped with

Michelin radial tires. After 8 years on the vehicle, one of the front tires blew while we were driving north. The tires only had 32,500 miles on them at that time. The man who changed the tire for us indicated that normal shelf life for steel radial tire is 7 years and convinced me, after inspecting the remaining six tires (Spare included), to replace all of them as small bumps were felt on the sidewalls of all of the tires.

This is the only tire to blowout for me in all my driving since 1945. I had a 1971 Kayout motorhome and drove it 75,000 miles until 1994, when I put on the first replacement tires. Never even had a flat with those bias rayon tires.

Also, when we finally moved to FL two years ago, I pulled my 1950 commander convertible, on the ground, with my new motorhome (1994) from Illinois. The bias tires have been on this car since 1987 and we have never had any problems with them. I also have bias tires on my 56 GH and 64 GT. Their life is the same as my 50 conv't. I have yet to suffer any failing with these bias tires.

I had to replace radial tires on my 1996 Pontiac Sunfire because one of them was beginning to malfunction.

Any conclusions drawn from the above would indicate the short shelf life for radial vs. bias tires.

GEORGE L HAMLIN

July 13 2004

When I was in college, several of my Fraternity brothers happened to be from Washington County, Iowa. They all knew the story, and they were all GM fanciers, so I place a lot of faith in it.

During the fifties, Washington County (or that one part of it) had a Sheriff and a Deputy. It was their custom to alternate years, buying a new car. In 1956 it was the Deputy's turn, and he bought a Studebaker Golden Hawk.

A most unusual police vehicle, you'll admit, and I never found out whether it had overdrive or Twin Ultramatic. But the story about the car was, one night some jasper came through town at 100 miles an hour, and the Deputy jumped into the Golden Hawk, and nailed the guy 5 miles out of town.

I can still do simultaneous equations (some things you don't forget), and assuming he jumped into his 56J within 30 seconds, and ignoring acceleration time for purposes of the math (because I don't have the exact number of seconds it took him to saddle up, I figure it kinda cancels out), it turns out this story is entirely plausible. He could

have caught the guy at 120, and I don't see any reason the car couldn't go more than that. He didn't want to wait a full minute before giving chase, or he'd have needed 150 to do it in 5 miles.

Whatever happened to that car, I have no idea. But it does sound to me like the kind of used car you'd want to avoid on the lot in 1958.

I had the good fortune to be old enough to be going to the auto shows when the 1956 Golden Hawk came out. To a boy, the various youths who came by the Studebaker display did the jaw drop and said something to the effect of, "Look at that MILL!"

Then there's the story of the chap in central Iowa who used to race those things, with Twin Ultramatic. He had the transmissions down to where he could get rubber when the direct clutch came in, never mind when it shifted from 1 to 2. Can't remember enough about him to give you a meaningful narrative for the newsletter. I don't believe anyone ever beat him.

BRENT HAGEN **August 6 2004**

I have to raise the price for my 56J water pumps from \$75 to \$95. This is due to a raise in costs for me for NOS plastic impellers as well as the bearings which are currently hard to get. This is still cheaper than Kanter \$115 or Studebaker International \$95. If I could get guys to send me their cores with metal impellers I could lower the price again.

These pumps are of high quality workmanship and the guys are getting an excellent product. I don't re-manufacture the pumps personally, but I have a good friend who has been in the business for 40 years who re-manufactures them for me.

Jennara Wenk via Email
Arlington Branch Library **Poughkeepsie NY**

Hi -- I'm a librarian researching a query for a patron. Was the Golden Hawk only produced from 1956-1958? And do you know the total number produced? I found one website that seems to indicate the total number of Golden Hawks was slightly more than 9,000 total in the three years.

I'm so glad I wound up with this reference question, as the 1956 Golden Hawk is an absolutely GORGEOUS car, and I have developed what's probably a hopeless passion for the blasted vehicle!

NOTE: I sent Jennara the information and here is her reply:

Dear Frank, Thank you so much -- this is exactly what the patron needed. I am now in love with the 1956 Golden Hawk....

JOE Hall Aug 23 2004

You can drop the ad for the 56J listed in Maine by the Reginas. It is now sitting in Kentucky, added to a growing "fleet" of 56Js here. In case you do not have it, the serial # is 6031438.

The Reginas (very nice folks) had owned this 56J since 1976, and never registered it or put it on the road, except for puttering around on local backroads a few miles when they first got it. It is currently showing 66,000 miles, which is probably correct.

The Reginas had kept all the registration paperwork dating back to 1960, which was passed to them when they purchased the car: the person they bought it from in 1976 (Cunningham) had owned it since 1960. Cunningham bought it in Connecticut (from someone named Healy), where it was sold new. Mr. Cunningham took it to New Hampshire with him in 1968, then later to Maine, where he eventually sold it to the Reginas in 1976.

On the positive side, the car was likely never driven in salt, since the underside is in amazingly good condition. It is also not "banged up" underneath, like so many 56Js I have seen. It also does not appear to have ever been in an accident, and is 99% complete to include all glass; even the headliner is still in place.

On the negative side, the car has been sitting outside for at least 10 years, so it is weathered in appearance. However, the windows were kept rolled up, and it must have been sitting under a tree or something to break the down-pouring, blowing rain since the floorboards and trunk are still 90% OK. Plus someone had removed the carpet long ago, and oil had been spilt over much of the trunk floor; these factors also helped to save the floors.

Overall, this car is an excellent candidate for restoration, but I don't know if I have the time, money or gumption to do so at this point in my life. I guess I will get it cleaned up, running and stopping, then re-evaluate from there. But even that is gonna take awhile, since time is something I do not currently have a lot of nowdays.

But the wife and I do have time to drive the other 56Js we already have on the road! We have put around 10,000 miles on the one I finished last December, and around 5,000

miles on the one I bought last February. Some people like new cars and some like new-old cars; we call these two our "2003" and "2004" 56Js.

P.S. Curiously, this car had what looked like "tar paper" lining under the original trunk mat. There is a 1955 President on Ebay today that has an identical piece of that material on the "hump" over the axle; exactly as this 56J had. Though the trunk floor part of the tar-paper was glued/stuck down on the 56J, this particular piece was not, so I rolled it up and threw it away at a rest stop on the trip home; SILLY ME ! At any rate, I do not recall this topic ever mentioned before in the "56J Only".

Bill Pressler September 3, 2004

I love that Production Order CD! I was able to search on "Greenville, PA" and the two my dealer friend sold new, only days apart, came up in an instant! He and his Dad were Studebaker dealers for over 40 years. I was not surprised to see that the dealers in Sharon and Meadville, two bigger towns 15 and 25 miles away, respectively, each only sold one. The one my dealer friend sold was Cambridge Grey and white, and the other was solid black.

KEN FERMOYLE, Wordsmith via Email
Here's a voice from the past...

Just ran across your page on the Web and it brought back memories! I was Detroit editor of Petersen Publications Motor Life magazine - later combined with Motor Trend - during the 1950s. (I moved to Popular Science in 1959.) I frequently visited South Bend in those days, right up until the end. So I got to drive Studebakers (and several Mercedes-Benz models on one occasion) on the track at the proving ground. I still recall flying to South Bend from the old Willow Run Airport on DC-3s, though I usually drove.

My most memorable drive was in the Golden Hawk with the big Packard V8. I was timed at 129 mph around the oval - which actually was slightly egg-shaped, with a somewhat smaller turning radius at one end than the other. A Studebaker engineer I knew well at the time rode with me and warned me about the tighter turn so I was prepared for it.

My only complaint was that the heavy V8 put about 63% of the car's weight on the front wheels and only 37% on rear wheels. Result was pronounced oversteering and it was easy to break the rear wheels loose. Otherwise, it was a fine car with great performance and gorgeous styling.

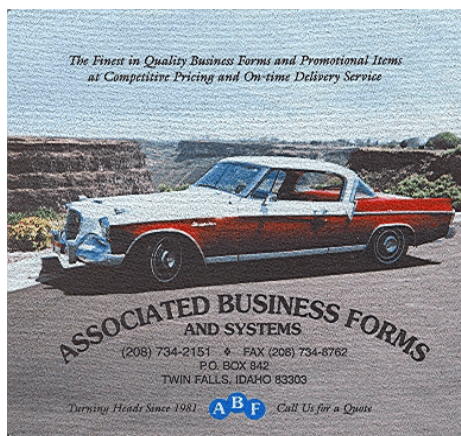
I also drove several other Hawk models at different times before Studebaker finally went under, an event I found very sad. I got to know quite a few Studebaker people, especially engineers, and enjoyed their friendship as well as our professional relationship. Unfortunately, nearly a half-century later, I can't conjure up their names.

Just want to let you know how much I enjoyed visiting your site, and that I remember the Golden Hawk with much fondness.

Ken Fermoyale, Wordsmith
More than 56 years as a writer, editor & journalist

LARRY WHITTLE Sept 14, 2004

Just a note to update your records on my two Golden Hawks. I sold 6800535 to Stan Cunningham in New Braunfels TX. He picked it up in July. I had bought this car in Oregon to restore, but I never had time. So I bought another one from Ken Schmidt in Mesa AZ about three years ago.



I recently produced a mouse pad with a picture of it along with an advertisement for my business. I painted it last year the same color scheme as the one I owned from 1958 through 1961.

I raced my first Golden Hawk in 1/4 mile drag races, quite a lot and don't remember ever losing to any stock cars of that era. I once topped 145 MPH before my common sense returned. The only thing I didn't like about that car was the Ultramatic transmission. I blew it out twice.

The car I own now is a real eye catcher. I have shown it in three car shows and won third place in one show.

I am sending a check to help with postage for 56J ONLY. I really enjoy getting news and information on 56Js. In fact, I would appreciate getting information on what is necessary to change manual braking system to power brake system. I would like to put power brakes on my GH.

HERE WE GROW AGAIN

Since the newsletter is now posted on the web site, we will no longer print addresses and phone numbers. If you move, please remember me when you send your change of address forms.

436 Harvey Woolsey SN 6031164
Los Angeles CA

437 Mitchell Siegel SN 6030713
Salisbury NC

438 Leigh A Holt SN 6800133
Maple Ridge BC

439 Dave Hawk SN 6032627 SN6031160
Lancaster ny

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.

For sale: Pair of 56 Golden Hawk Back Up Lights for sale, will clean up but need rechroming for show. \$65.00 plus S&H. Ray Martin raym@lweb.net 519-775-2268 (09/2004)



For sale: AC-2754 Exhaust extension. Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and

prevents gasses from marring car finish. \$65.00 ea. plus shipping. Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, Website: www.studebaker-intl.com Email: info@studebaker-intl.com (08-2004)

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)

Wanted: Right front grill, tail light housings for 1956 Golden Hawk. George Gleason, 716-870-2669. (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: 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 R6Studel2@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. Includes a new extra long bolt, 3/4" x 3". 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 \$95, 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. <rtqll@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).



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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

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



\$3.50

DECALS

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OIL BATH, yellow/black \$ 4.00.
SEAT BELT, red/black/white (need 2) \$ 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

MARTY PRAGER GETS HELP IN FINDING HIS FATHER'S GOLDEN HAWK.

ELECTRONIC VERSION OF 56J ONLY IS WELL RECEIVED.

CONTROL ARM LOOSENESS HAS BEEN A PROBLEM FOR OTHER MEMBERS.

SUELLYN RODY HAS SOME INFORMATION ON NOT STOCK REPLACEMENT HORNS.

THE 56J IS WELL REPRESENTED AT THE SDC INTERNATIONAL IN CHARLOTTE.

JOE HALL TELLS US ABOUT HIS LATEST 56J, PURCHASED IN MAINE.

JIMMIE FACKLAM PROVIDES COMPLETE INFORMATION ON THE PACKARD V8.

PHILIPPE HANS HAS FINISHED HIS PROJECT AND PROVIDES AN UPDATE.

DALE GITTINGS SHARES HIS EXPERIENCE WITH RADIAL TIRES.

GEORGE HAMLIN RELATES A 1956 GOLDEN HAWK STORY FOR MANY YEARS AGO.

JENNARA WENK GETS SOME HELP FROM THE 1956 GOLDEN HAWK OWNERS REGISTER.

KEN FERMOYL NOTED AUTOMOTIVE WRITER RECALLS TEST DRIVING THE 56J.

LARRY WHITTLE SHOWS OFF HIS NEW BUSINESS AD MOUSE PAD

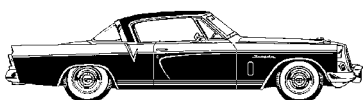


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