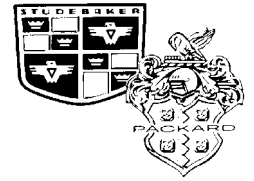




56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

NUMBER 050

ESTABLISHED JANUARY 1, 1989

FEBRUARY 2005

FOUND - SERIAL # 6800001

*Dan Cyr is the new owner of the first Vernon (Los Angeles) produced 1956 Golden Hawk
Photos by Brent Hagen*

On December 21, I received the following Email from Brent Hagen:

A friend of mine just spotted 6800001, Body # 85. Yes, it still exists. I hope to have pictures of it to email to you soon. How's that for exciting news for 2005!

I was a bit skeptical so I checked my records by checking for body # 85. There was no body # 85 shown on any of the production orders. Many production orders did not list body numbers, as well as other items, so this eased my suspicion considerably.

That same day I received an Email from Dan Cyr of Port Angeles WA. Here's Dan's note:

I have just spent a few hours reading your web site and am very impressed. I have come across a 1956 Golden Hawk which I am considering buying. First I must tell you my first car at 16 years old was a GH. The car I located is serial # 6800001, body # 85, reported to be the first car built in LA. I noticed body # 85 is listed as missing in your records. The owner is telling me the numbers over the phone and I was wondering if these numbers make sense according to your records. Also how much is available parts wise to restore this car? I see many vendors but I don't know how much was common to other Studebakers. I would love to chat

with you a bit if possible before I commit to the purchase.

Dan and I talked for a while that evening, and after learning more, I was convinced that this car was indeed serial # 6800001. I sent some newsletters and other information to help him decide whether or not to make the purchase. A week later, he was the new owner.



Dan Cyr with 6800001

The car is in good shape, but needs a total restoration. Dan seems committed to the task and I believe he will do it. He owns several other cars, so the

only area in which he is lacking is the Studebaker portion. That's where we come in. Since we started in 1989, we have uncovered a wealth of information which makes restoring a 56J much easier. Dan purchased the parts catalog, authenticity guide, and the manuals CD. I also had an extra shop manual for him, so he is starting off on the right foot.



Prior to Dan's purchase, Brent sent me some additional information:

I talked with Allen Atkinson, the kid in Leightonville CA who is selling 6800001. He is going to put me in touch with the eccentric prior owner who bought the 56J from the former Studebaker L.A. plant line manager sometime between 1978 and 1984.

My first knowledge of 6800001's existence was in 1998 from a car enthusiast in Madras OR. He and his brother transported it from Redmond OR to the Pacific Coast around 1980. The car was last licensed in OR in 1978 and was first licensed in California in 1984.

The eccentric car collector who owned the 56J for the past 20 years is wintering in Mexico. He won't be back until sometime in March. Hopefully his mind is still clear on the details and can fill us in.

The car has not sold yet, but Allen has received calls from all over including Great Britain and Australia! He has been contacted by restoration shops who want to restore and auction the car, but he refused to sell it to them. He is hoping to sell the car to someone who will restore it instead of letting it sit outside and rot and someone who is not trying to make a bunch of money on it.

- - -

Dan met Brent on his way home so Brent could see the car. Here's more from Brent:

I met up with Dan and Irene Cyr on Sunday in Salem OR. I had called Gary Capwell, and he showed up with his wife, Billie, as well. The weather was exceptional for this time of the year, nice and sunny!



Former owner has the missing parts

6800001 was loaded on the back of Dan's car trailer. I was able to take several pictures. With Dan's permission, I wire brushed the surface rust off the rear frame cross member lip and exposed the secret VIN. It was, as expected, 6800001. The number was stamped in solidly. I took several digital pictures from different angles, hopefully at least one will turn out.

I also took pictures of the VIN in the door jamb. Dan had to release the tie-downs, and jack the car up in order for us to open the drivers door. Much of the black paint has fallen off the tag, so I had to turn my flash off to avoid reflections when taking the picture. The VIN plate looked correct and not tampered with.

I looked under the dash and the paint code slip was still attached underneath the glove box! It said Romany Red/Snowcap White and had the Paint Code. I took a picture of it standing on my head, not sure if it will turn out or not! There was some paint that had chipped off the body # 85 tag, but I think I got a good picture of it.

The body is in excellent condition. Rockers are solid, as are the floors. The only rust through is in the rear trunk corners about 3" diameter. The inner deck lid has the typical rust along the bottom edge. The doors look nice, no rust on the bottoms. The doors appear to be original and have the mounting holes for the seat belt mounting brackets, but the brackets and door panels were in the trunk. All the options on the build sheet were accounted for. It still has the AC2688 Wind up Antenna that works, push button radio. Backup lights were missing but the mounting holes in the rear dust shield were there. The glass is tinted.

All the gauges were there, including the 160 MPH speedometer, tachometer, boost gauge and clock. All the seats looked to be original, having white vinyl, with a gray weave cloth type insert. It does not have the original carpets, someone put some aftermarket red rug carpeting on the floor.



Supposedly, the owner had the car repainted in Mexico back in the 80's. You can tell the fins had been removed (no stainless mouldings are currently underneath them) and the car was repainted in the early paint scheme, but was not prepped well and has since started to bubble up. The Check-Marks are the correct early ones with the small holes. Some one "made" up the one outer stainless fin rear molding-you can see where the diagonal was cut with a hack saw as it still has the rough edge.



**Serial # on Frame
Dan Cyr photo**

The underside is real clean, parts of the frame still sport black paint, not much rust at all. The frame is cracked on the passenger side in the usual spot, but hasn't spread. I didn't see any signs of it having been

involved in a "frontender" like most of our 56J's. The front fenders appear to be the originals. The water bag mounting bracket was all the way up front, but

this does not appear to be original as the bolts that mount it to the fender apron don't match.

This brings up another observation. The early 56J's I have seen, this one included, have the two round panels that hang down from the rear frame, I believe to protect the gas tank. These were used on all the 1955 Studes, I believe. Gary Capwell, mentioned his early production 56J came with these on it as well. My 56J, 6800322 did not come with them, but I added them when I was going through the rear suspension. My other 56J, 6800352 does not have them. I wonder where in the 56J production line they were dropped and why did they drop them? This would have been a production line change, maybe Richard Quinn would have this information?



The odometer reads approx. 9,000 miles, which it probably has more like 109,000 as it does not have the original engine in it. I was unable to read the full engine #, does appear to have an "S"

in front and is probably out of another 56J, though a later one, judging from the later style ignition wire brackets that appear to have been mounted on the engine for quite some time.

Dan has a letter of authenticity with his paper work on 6800001 dated 1965 from the Studebaker Corporation on official letterhead. A Mr. Miller, in California, the owner of the vehicle at that time, had written Studebaker to verify that 6800001 was indeed the first production LA 56J. I doubt if Mr. Miller was the line production supervisor who originally purchased the car, as he would have known the car's history.

Well, I think that covers most of what I observed, let me know if you have any questions.

Thanks to Brent and Dan for keeping my in the loop. I look forward to further updates. Dan sent the "Snow Hawk" photo, after a snowstorm. That looks like it would make a nice Christmas card.



Snow Hawk - Dan Cyr photo

FRONT END RUBBER BUSHING REPLACEMENT

From Richard Kaufmann

I recently needed to replace all the rubber bushings on the front end of my '56 Golden Hawk. The repair procedure in the manual was quite involved. It showed complete removal of the A frames, both top and bottom, and removing and replacing the bushings with an H frame press. This looked like several days of work to me.

The complexity of the project looked like more than I wanted to tackle so I decided to have Highway Drive Repair do it for me. I gave them copies of the factory recommendations on how it needs to be done.

To my amazement, they did the entire job in less than 4 hours including replacing the shocks. They said they used an air hammer to remove and replace the bushings and did not need to remove the A frames from the chassis. Each of the 8 bushings took about 20-25 minutes to replace.

I guess air hammers were not around when the book was written.

ODDS AND ENDS FROM JOE HALL

Thought I'd begin the New Year with a letter for 56J-ONLY. I have been keeping notes, so hopefully haven't forgotten anything.

Annual mileage: This year, our three 56Js rolled a total of 21,092 miles. Imagine how many people on the nation's highways were treated to a rare glimpse of American art! That figure can be multiplied several times, as there are several other 56J owners driving the heck out of their cars! Still others are in the process of fixing them up to drive. With that in mind, I hope the following tidbits will help someone:

Silver mylar, identical to the original, is once again available from SMS Auto Fabrics in Portland, OR (503-234-1175). I sent Doug a sample and he said, "I had some but sold it all to the Studebaker people years ago". However, he said he would stamp more for me, and make some extra for others. It is \$69 per yard, and one yard is enough for a 56J, front and rear. I just finished re-doing a door panel yesterday.

Headliner bows that are 1" wide instead of the original ¾" are available at Chrysler for \$65 each. The Mopar # is, 1-OL83OHW6. With an extra 1/8" of "bite" on each side, this works great on original headliners that have shrunk or warped. It may also help the heavier fiberglass repro material that often pops out from under the ¾" bow due to its weight. I have seen several 56Js with repro interior where the widest panel-just above the driver's head-popped loose from the ¾" bow. Thanks to another 56J owner, who may wish to remain anonymous, for the part number.

Jack Nordstrom's Ultra400 tranny continues to perform flawlessly in the wife's 56J. After 12,000 miles, it has not even needed topping up with ATF! Cost was about the same as rebuilding an Ultramatic (\$2000). For drivers wanting lots of trouble-free miles from an automatic, the GM TH400 has a longstanding reputation for being just about bullet-proof.

Bullet Cams, was the only regrinding facility I could find to regrind a 56J cam recently. They are in Louisiana (662-893-5670).

Electric windows in a 56J are a rare option. Having one that came stock with them, I am convinced every 56J should have had them. I recently installed a repro set in the wife's driver; they bolted right in, and the only differences in appearance are the way the wires run from door to body (rubber instead of metal tube), and the control switches. Though similar and mounted in the same location as original, the plastic chrome switches are modern GM type. In operation, the windows move up and down a bit slower than original, more like a modern car. They cost \$420, and are made especially for 53-64 C/Ks. I got them from Nu Relics Power Windows, in NC (336-699-8949).

Heater motors are available at NAPA for \$19; part #455-1020. The part number I supplied years ago (655-1020) is still available but costs \$45. Both work equally well.

Fiberglass fenders and gravel shields may soon be all that is available. The Glass Shop, in MD (410-893-7947) made all panels for Vintage Air CEO's high dollar 53 Starliner. I also worked on a friend's 56J with (flawless) fiberglass front fenders.

Front fenders from the Glass Shop are \$290+ shipping. Rears are also available, but I did not ask the price. Though I have seen pathetic examples of fiberglass fenders in years gone by, shops using modern technology can make them that look better than original.

Aluminum radiators, used in modern cars for decades, are the latest technology in cooling classics, particularly in hot climates with AC. Though perhaps unacceptable to purists, more and more are turning up everywhere. I have a custom-made one on order for the wife's driver, for \$325. That car needs all the help it can get with cooling due to the repro pistons in the engine. Though bored at .0025" clearance, after 12,000 miles it still runs almost too hot in the summer with AC. Though the same grade aluminum, it appears the repro pistons expand more in operation and thus run hotter. I will let y'all know if the aluminum radiator helps.

Clock quartz conversions are available from a guy named Lindquist in Whittier, CA, for less than \$100. I have lost his contact info, but he is in HMN. In addition to the best price around, the workmanship and turn-around time is excellent. Before him, I had one converted by a (well known) facility that took twice as long, cost nearly twice as much, and still came back with a bent secondhand.

Packard International's redesigned oil pumps are a real inflation fighter. They are still doing pumps for \$130, including return shipping. Turn around time is about a month. They boast that in over 30 years they have not had a pump returned (714-541-8430).

GT Hawk frame swap into a 56J: super idea that works great! Hopefully my older brother, Bob is gonna write and tell you the details.

This about catches up all the notes I have been keeping for the past year. As mentioned earlier, I hope this will help someone, somewhere with their 56J.

CROSSROADS ZONE MEET

Golden Hawks gather in Indiana by Joe Hall

Photos by David Harrington



Phil Brandt's mildly customized 56J

What a great time at the Crossroads Meet in Indianapolis on 17-18 September! There were lots of friendly Stude folks, and 70 Studes on the field, including six 56js. There were outstanding examples of show cars and drivers alike in most every class, including the "56J Class".

The 56J folks were: the Andersons with their doeskin/mocha concours car; the Bacons with their museum quality dark/lite green car; Phil Brandt with his tangerine/white tastefully customized driver; Bob Hall with his green/white, mechanically perfect driver; Johnny Theile with his resto-in-progress (including Packard Hawk style continental kit), red/white car; and me with the blue/white one I have put about 130,000 miles and a million "drivability improvements" on since 1986.



Joe & Nancy Bacon's 56J

The Indy Chapter "work horses" (we all know who they are) worked hard for months to organize a great meet, and they did it well. A great time was had by all, and it was THE place to be for 56J owners!

MAIL BONDING

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

(Edited as required.)



MARTY PRAGER Oct 2, 2004 Via Email

Thanks so much for publishing the story of my 56J!

Yes, I would like to receive a notice when the newsletter is available. Would you like a few more high res photos of our Snow Cap White 56J for your files? By the way, we did test drive a Mocha/Doeskin 56J here in Los Angeles at Hoffman's agency prior to ordering the car for delivery at South Bend. When we arrived at South Bend after a short flight in a DC-3 from Chicago we learned that the car was being washed for us and we had to wait. After we received the car, the factory sent us to a local shop to have the

driver's side outside mirror installed. I can remember my Dad's excitement about the extreme power of the 56J compared to the 1953 Champion 6 with the 2-speed automatic that was at home in LA. He burned rubber several times just getting used to the incredible power of the car.

After visiting Notre Dame (where the photo was taken) we headed for New York to visit relatives. At the time New York had a law on the Parkways (Throughways?): Driving under 60 or 65 was not permitted. I expressed my concern to Dad because the car was still in the break-in period. He said not to worry because if he avoided a steady speed even if over the factory recommendations it would be OK. He subscribed to the theory that a car should be broken in slowly so it will last - contrary to the theory that a car broken in fast will be a fast car. When I received the car with about 85,000 on the odometer it was very quick, could still peel rubber and would snap your head back when it shifted into second under full throttle.

The only major maintenance he ever did to the car was a valve grind at about 50,000 miles.

When we returned home, Dad removed the badge from the grill and purchased the spoke-style wheel covers. The car was thoroughly cleaned of road grime and put into service making the commute to Hollywood Monday through Friday to Dad's store. Amazing how much one can remember from age 8!

In 1957 we vacationed in Lake Tahoe. In 1958 we did a long weekend trip to Death Valley California. In 1962 we made a round trip to Seattle. We also took numerous local trips to the beach, relatives and the mountains.

Troubles that I can recall: An intermittent short in the steering column that would cause the horn to toot during an extreme right hand turn. We couldn't get it fixed during the trip home in 1956 so the horn relay was disconnected until we got to LA. Dealers couldn't fix it and eventually disconnected the wire and installed a foot pedal to toot the horn.

Early on, the tachometer sender repeatedly caused the distributor cap to crack and cause hard starting. The sender was removed and lost.

At about 5 years old, a short caused the starter motor to run when the engine was running (fortunately the solenoid didn't engage and wreck the flywheel). Apparently some wires must have rubbed together over time. The starter motor ran itself into oblivion

one day and was replaced. The problem never returned.

At about 6 years old there was a very small radiator leak that was soldered closed.

At about 7 years old, carburetor problem would cause flooding at startup. Carburetor was repaired and no further problems occurred.

By the time I took possession of the car in 1965, it needed a new ignition switch and water pump.

Later on some front end wear problems were noted; some bushings were replaced.

Surprisingly the car was very easy on brakes linings for such a heavy vehicle.

The car was very reliable overall.

I'm sitting here sighing while writing this and looking at the two-page advertising spread from an April 21, 1956 Saturday Evening Post ad that I recently found at a swap meet. The ad shows a gold and white 56J on the track. The ad also includes a green and white President Classic and a red and white Pelham wagon. The tag line is "Craftsmanship with a Flair".

BRENT HAGEN Oct 04, 2004 (via Email)

I downloaded the latest issue which was great (as usual). I liked the story you put together of the search for the (Prager) family's 56J. If they had bought a 56J a few months earlier, they wouldn't have had such a long drive to pick up their car. Of course, that was probably part of the adventure for them.

I was surprised to hear Ken Femerole is still around, that was a pretty neat story about his remembrances of test driving the 56J when it was new. Good to hear you guys made it through the hurricanes ok!

TOM CLARKE Oct 14 2004 (via Email)

Things are OK with my 56J, except that it is virtually put away for the winter. This is such a bad time of the year because all my driving fun comes to an end up here in the North country, and I have to focus on work issues to get me through 'til April.

Actually we have had a great Fall, and have only had a couple of frost's this late into October. I had a great Summer with the 56J, winning a "silver" award in a general car show in Glendive, MT and a 1st among 16

Studebakers in a Mustang meet in Bozeman. Studebaker should have added that lavender/purple combination to their color combinations, and they would have sold more cars.

My current project is a 62 GT Hawk, and that's what I'll work on over the Winter months. The engine is going back together right now, awaiting a front main bearing seal modification that Ingvar Vik in Livingston does to allow use of a neoprene seal. I have obtained the conversion plate to allow attaching a GM TH700R4 behind the Stude 289. Borg Warner automatics were OK in the '50's and early 60's but are really archaic by today's standards, and I like to drive my cars which calls for reliability. The 56J with a T85 overdrive unit is perfect, even in today's world.

Not having an Authenticity Guide for the '62 is a real drag. I have an enhanced appreciation for what you have done for us 56J owners. Thanks again for all you have done and continue to do.

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.

440 Robert Robles Jr SN 6030394
Deltona FL

441 Dan Cyr SN 6800001
Port Angeles WA

442 Roger Perkins SN 6033206
Chickamauga GA

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: Nice 1956 Hawk Deck lid off an Idaho 56J (bottom lip not rusted). In primer, ready to install, \$450. I prefer it be picked up, but can ship (01-2005) by Greyhound Bus. Brent Hagen 503-771-0604, cell 971-219-9687 ghawk352@effectnet.com . (01-2005)

For sale: New 374 CID Packard V-8 engine, still in the original factory crate. Dave Newton, 270-442-7988 (days) (12-2004)

Wanted: Looking to find lower aluminum molding for drivers side rear fender for 56J. Does not have to be NOS, just no pitting or deep gouges please. Hope you can help. I need this one piece to complete a set. Jim Kranak jimnijim8@yahoo.com Ph. 304-723-5253 (11-2004)

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)

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 56Stude 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 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. 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 *Packard* the 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



Exhaust extension PN AC-2754 Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and prevents

gasses from marring car finish. \$65.00 ea. **1-104 Oil Filter Decal** \$6.00 ea. **1-083 Valve Cover Decal** (2 required) \$6.00 ea. All items plus 10% 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)

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. www.shrockbrothers.com/steering_wheels.html (04/2004)

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 with the points system. John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840. www.studebakerfarm.com 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 Transmission 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 (02-2004)



\$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 503-365-3296 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, F A X 4 1 9 - 8 5 8 - 5 9 0 0 , E m a i l 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. Email 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
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, M-F. 9 AM - 8 PM. www.studebakervendors.com/silvertone.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

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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).



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\$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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\$12.00

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\$3.50

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\$ 3.00.

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IN THIS ISSUE

DAN CYR HAS PURCHASED THE FIRST LA PRODUCED 1956 GOLDEN HAWK, 6800001.
BRENT HAGEN PROVIDES PICTURES AND AN ACCOUNT OF SERIAL # 6800001.
RICHARD KAUFMANN HAS A STORY ABOUT REPLACING THE FRONT RUBBER BUSHINGS.
JOE HALL PROVIDES AN UPDATE ON HIS 1956 GOLDEN HAWK DOINGS.
MARTY PRAGER HAS A FOLLOWUP ON THE CAR FEATURED IN THE LAST ISSUE.
JOE HALL GIVES A REPORT ON THE CROSSROADS ZONE MEET.
TOM CLARKE SETTLES IN FOR A NON STUDEBAKER DRIVING WINTER.



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