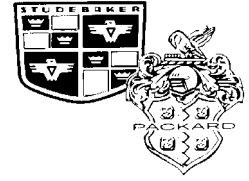




56J ONLY



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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NEW REAR SEAL

By **JOE HALL**

We now have a modern replacement seal for the pesky "rope type" engine rear main oil-seal, which has caused a lot of 56J & Packard people grief over the years.

One problem with the (few) NOS rope seals still around, is they are difficult to install correctly even under the best conditions, i.e. with the bare block on an engine stand. The reproduced rope seals available today are not made of the original graphite impregnated asbestos material, probably for EPA reasons. Several people have experienced premature failure with the reproductions, myself now included.

When the rope seal fails, it is near impossible to change it without removing the engine or at least the transmission. The 56J shop manual says to pull the engine and remove the crankshaft. That's probably ideal, but labor would be 15 to 20 hours, if you could find someone competent or willing to take on the task.

When the reproduced seal began leaking in the wife's 56J, in dread I waited till it was dripping a puddle overnight and misting on the rear bumper after a few miles' driving. Finally, for two days I lay under the car trying to install another rope seal without removing the engine and/or tranny. But it was simply not possible. I thought there's GOT to be a better way!

I began researching on-line. Turns out many U.S. made cars used rope seals, some up into the 1980s. Today, factory and aftermarket companies have designed modern seals for retrofit in earlier cars made by the big three (Ford, GM and Mopar). Most are advertised as easily installed, without modification to the engine, and more reliable. I located an engineer who had designed seals for several of the big three's engines. After a couple of emails and phon-cons with this talented, helpful individual, I headed to my favorite local auto parts store.

Long story short, I left the store with two possible seals to fit the 352. Once home, in less than five minutes I installed a modern rear main seal (for 1982-88 Cadillac) in the wife's 56J. I ran the engine for about 1/2 hour that evening and it didn't leak a drop. Then, I drove the car to Spokane for the SDC meet. The car now has over 5,500

miles on it, and does not leak a drop. So it appears to be an acceptable substitute.

To clarify, the original rope seals were made of graphite impregnated asbestos, and if properly installed will outlast the rest of the engine; there are still a few NOS ones around. But the reproduction rope seal, probably due to EPA regulations, is not made of the same material and wears out prematurely. Mine began leaking after around 15,000 miles. Further, in order to install another rope seal, it is necessary to remove either the engine or transmission. The shop manual calls for removal of the crankshaft, which is probably the best idea. But with the modern seal, it takes only about 15 minutes to install once the oil pan & pump have been removed.

The new seal is used in miscellaneous GM and Jeeps from 1961-90. It is FelPro # BS 40613, and NAPA # JV742R, and is available just about anywhere for around \$10. It replaces the old Studebaker Part # 427104; OIL SEAL, rear bearing cap--asbestos. Since the replacement seal is narrower than the original it is necessary to make a .090-.095" spacer the same OD as the seal. Not a big deal. I made mine out of coat-hanger wire.

Finally, 56J and Packard owners will be able to join the big three in enjoying a modern seal!

MY SIDE OF THE STORY

By **DARRYL NOREBERG**

Received the June issue of 56 J ONLY and as always very interesting articles. ! would like to comment about what I said in my reply to article in Old Cars Weekly 2/17/05.

When I bought my Hawk some 9 years ago, from an owner in Sparks NV, the car was in, what I thought, excellent condition. As I found out over a period of a few years, I noticed when I would go out on car runs and cruise along in the low 70's, the Packard engine performed beautiful, just great, but the tranny would puke and blowout all the fluid on the exhaust system. As a

result, AAA..was my savior, well this happened to me 4 times over a period of 2 years.

By this time, my wife says fix it or get rid of the car. During this same time I experienced the steering problem. What would happen as I would turn into a right hand corner (right hand corner only) something would lock up and I would have to physically yank the steering wheel back before I would hit the shoulder of the road and lose control. This happened twice, scaring the heck out of my wife and me. Then I and another friend mechanic started looking at the real problem. The car had been in a serious wreck sometime before I purchased it, and a lot of welding fixing, etc. Come to find out the tranny was way out of alignment with the engine and the motor mounts were not in the same place they should be especially on the wrecked side (drivers side.) Being how big (size) the Packard engine was..there was little room for error.

As a result the steering column into the steering box, the bolts/nuts on the steering box, that when I would do a hard right turn around 45-50mph, the engine shifted enough that the bolts on the steering assembly would hit the exhaust manifold and actually hang-up/get caught causing the car to continue in a right hand motion to a point of me hitting the brakes, slowing down and yanking the steering wheel back to neutral or straight line.

So I talked to Brent Hagen in Portland and he was interested in purchasing my Packard 352 engine, being he had a poor engine and mine was very good. I came across a '87 Pontiac Grand Am that was a police drug secure vehicle, bought it for \$500 and took the 305 engine, and rebuilt it. It fit perfect on the original engine mounts giving me more air clearance by the firewall.

I took the Packard radiator out, used a smaller Stude radiator, and mounted two small electric fans on the radiator. I also fitted a 350 tranny, and everything works great. Much cooler inside, everything works like a charm, and the best of all, wife is satisfied now

I believe that Brent has rebuilt and installed my Packard engine in his 56 J and he also has my Ultramatic tranny as a spare. Anyway as they say that's my story!

SUBJECT: 1956 GOLDEN HAWK HANDLING
Others offer some more information

PAUL WARTA May 28, 2005

Wanted to send you an email, and tell you how much I enjoyed your article in the June, Turning Wheels!

As I was reading thru the article, I kept thinking, "Why didn't he just weigh some '56Js, and see what the actual weight distribution was??" And then, towards the end, I see you did. This was great info, and positively provides

irrefutable evidence to support the main point of your article.

One of the 'questions' raised in your article was, why the big change in opinion of the magazine writers from '56 to '57 about the handling of the '56J? Can I propose one possibility of where the magazine writers 'got that idea'? Maybe it was from the Studebaker engineers! Let me explain.

Generally, the magazine writers/testers had a good relationship with an auto manufacturer's engineers. This is how they got a lot of the info they would put in their articles. So, in early-to-mid '56, Studebaker knows that Detroit will be shut down, and they will not be able to use the Packard V8 in the Golden Hawk in '57. The correct 'spin' needs to be put on the change to the Studebaker V8, so the engineers (either of their own accord, or under orders from above) 'suggest' to the magazine writers that one of the benefits of installing the supercharged Studebaker V8 is reduction of weight on the front of the car, resulting in better weight distribution and thus better handling. The writers add this to their articles without really checking out the info (IE, no weight analysis between a '56J and a '57J). And so, it becomes the gospel truth since it was in _____ (insert name of magazine)! So, did this really happen? Who knows, it's just my thoughts for your amusement.

I agree totally with your assessment that a couple more years of engineering development would have resulted in a superb Packard V8. It's too bad that was not allowed to happen. One of my 'future pet projects' (you know, the one that never seems to make any progress) is a '61C body (4 speed car) converted to a '53 with a 374 Packard V8/4 speed. Your article takes away my one worry about this project, too heavy a front end. From everything I have read, including magazine articles from the '50s relating to Packard V8 modifications, plenty of horsepower with reliability should be obtainable. Different - yes. I like different. That's why I am into Studebakers!!

Short history. My family (grandfather, father, uncle) had a Packard dealership in Hempstead NY, and took on Studebaker when Packard and Studebaker 'married'. My grandfather would always look at my Studes and say that they were nice, but why didn't I buy a GOOD car (IE, Packard)! Thanks for listening!

ANDY BECKMAN May 31, 2005
Archivist: Studebaker National Museum
www.studebakermuseum.org

Congratulations on another fine issue of 56J Only. I always enjoy reading it from cover to cover as soon as it arrives. Some thoughts on the current discourse of 56J handling:

Having never driven a 56J, I cannot comment first hand on their handling as compared to other Hawks, and with

so many variables (tires, tire pressure, front suspension conditions, springing, etc...) I am not even sure how "apples to apples" one could get at this date. Period road tests are the best primary source for information, and as you have noted, precious few commented negatively on the 56J handling. It wasn't until the 57's that some criticism did come to light, and to my recollection it was more of a "its better than it was" and not a condemnation of the 56J. In light of your fine articles of late, as well as rereading period road tests, I feel we can safely assert the following:

- The Packard V8 is heavy
- The Studebaker V8 is also heavy

Some other thoughts that have come to mind:

-Is the 56J engine positioned differently that the 57K? The Studebaker Hawk V8's sit well back in the chassis; is it possible there more cast iron over the front wheels on the 56J that would create a significant difference?

-Twin Traction was not available until 1957- The added traction would disguise the nose heavy qualities of the 57K

-How much difference would the variable rate springing make in the front suspension? As many NFL linemen know, it's not necessarily how heavy you are, it's how you carry it.

-Finally, this is not an "official Museum opinion", just my own random thoughts on an intriguing debate.

K V SMITH June 2, 2005

Enjoyed your article on the 56J handling/weight issue. Thanks for showing the photo of my car with license tag "56-HAWK". As you recall, I drove mine from 1959 until 1971 with the 352 (original springs and bias tires) and then from 1971 until the present time with the 327 (now with all new springs and radials) and I can't say that I notice much, if any difference, in the handling. The steering is probably better due to the radials. I don't drive it hard or try to take corners at high speeds. As for the power, I would say it is about the same, both engines are rated at 275 HP and the torque is rated at 380 for the 352 and 360 for the 327. The car had more low speed(RPM) torque with the 352.

Keep up the good work and keeping the 56J alive! Best regards, KV

BRENT HAGEN June 4, 2005

In response to Darryl Norenberg's handling problem, my 56 wallowed in turns real bad until I added heavy duty front coil springs, larger front sway bar with frame mounts

and a rear sway bar. These were all bolt-on additions and were all off later model Studebakers. I also added P205/75R15 radial tires. My 56J now handles as good as any other newer car I own! I might add that my 56J now sports Darryl's "heavy" 56J Packard motor in it

**HAWK FROM HELL STRIKES AGAIN!
Bill & Ellen Glass have a devil of a time getting home**

Last week was Reunion Sunday, the Long Island Chapter's car show. We always make the trophies and shirts. The week before, the car won Best 50's at the Stamford Ct. Concours d' Elegance, up against some Chevys, Pontiacs, T-Birds, and a magnificent 56 Olds.

Well back to last Sunday. It's a 91 mile trip in each direction, There is a horrible hair pin turn at the half way mark. It was designed in the 20's when cars went 15 mph thru that turn, not 50 plus. I entered the turn with normal brake pedal feel, half way the pedal would not move down and it was like pushing on an iron girder. As I took my foot off the pedal there was an explosion (tire blowing), then flames, and brake fluid.



Ellen tried calling 911 but they could not get a GPS fix, so I had to get on the phone and explain exactly where we were.

A volunteer fireman stopped and emptied a few different types of extinguishers, but it would not go out. But when the Fire Department(s) came, they pumped some stuff and it went out, and stayed out. By that time two Studebakers from the show showed up, and we tried using the "jack" provided by those geniuses at South Bend. A tow truck showed up but not a flat bed, but the guy was nice enough to lift the car and we got a spare on. we had two FD's respond as one part of the turn/exit is in Queens/New York City, and the last part of turn is in Nassau County Valley Stream, and they are territorial.

What caused it, three possible things, but won't know till tomorrow - Tuesday, Parking brake locked on, master cylinder not adjusted correctly (Turner Dual MC Conversion), Proportional Valve open too far to rear brakes.



We were able to drive home using just front brakes, but as they say only the hand laundry will know how scared we were.

We now think that the left rear wheel locked up, blew the tire, and the brake fluid caught on fire. Right now the fin is history, the wheel cover can just be washed. No idea about any warpage on sheet metal. The paint on the trunk is in one loose, soft sheet. The rubber weather strip around the rear window is toast, and paint came out from under it, but I am not sure that its worth risking destroying a rear window to pull it,

I have already had NOS fins donated, and another fellow donated a NOS 53 left rear quarter with gas door if needed. I am nervous about rear. I suggest that you tell everyone to install a Turner dual master cylinder conversion kit ASAP, it saved our lives and also saved us from a \$650 tow. The service charge just to show up was \$81.50.

SPOKANE REVISITED

(NOTE: Special thanks to Jack vines for setting up our 56J dinner. It turned out great!)

LEIF IN IDAHO.

My wife and I went to the International meet in Spokane. We met a lot of people. Joe Hall with his Kentucky special 56J. 2200 miles nonstop to Spokane. Gary Capwell and his 56J. Frank Ambrogio and his wife. Jack Vines at the 56J dinner and a 'Better than new' 56J from Boise, ID owned by Pat Dougherty. And a guy from Texas with a Black 56J. And I have never seen so many C&K cars at one time. Anything from fine restored samples to way out Hot Rods. I was impressed. I spent a few dollars at the swap meet, but fortunately I didn't need much. It was a good show of Studebakers. Had a good time.

JOE HALL

I just returned last night from Spokane. The return trip was prolonged slightly by food poisoning somewhere along the way, that finally brought me down in Iowa. Though only about 500 miles from home, I simply could not go another mile. A motel clerk called 911 and an ambulance transported me to the Veteran's hospital in Iowa City, where I spent three days. That is easily the sickest I have ever been in my life. I am still weak as a kitten but thankful to be on the mend. I left the car in the motel parking lot Friday when I left the motel in an ambulance. By the next evening, brother Bob and brother-in-law JD had came over from Kentucky and drove it to the VA hospital parking lot. They got a nearby motel and stayed in Iowa City until I was released Monday. When we left for Kentucky, Bob insisted on driving the 56J the first 100 miles or so, until he was comfortable I was OK.

It was a great meet in Spokane from the very first minute. The Spokane Chapter set a standard for others to follow in organizing and running a meet. In addition to meeting many new Studebaker friends in general, the "West side" 56J folks are simply great ! And of course as always, it was great to see you and your lovely wife, Anita.

Perhaps the highlight for me, especially leaving the following morning, was the 56J Only dinner. Thanks to Jack V for an excellent site selection, where we could all eat and then kick tires & tell lies afterward. The three 56Js present each represented something special, from show car, to excellent/beautiful driver, to one that could use a little tidying up under the hood. Also, having seen Jack V's Packard V8 engineering project, if he ever gets the car on the road (and if its streetable) the rest of us can forget about 1/4 mile competition! Also, JV is probably gonna benefit us all from the discoveries he will undoubtedly uncover in the course of his project.

As for the car and some trip stats: Total of 4,465 miles; average MPG was 17.4; average Interstate speed was 73-77 MPH; average engine temp was 180, never exceeding 200. I raised the hood once to check things over on the way out (in Montana) and once on the way back (Minnesota). It used 1/2 quart of oil and never needed any fluids added, including radiator water. The 352 engine simply never skipped a beat. This should be a testament to the engineering put into these cars, and their capabilities even on modern highways.

On another note, I recently discovered why the gas mileage was only around 17 1/2 for the trip to Spokane. One of the centrifugal advance weights in the distributor was stuck, causing the engine to run about 10 degrees late in time. Having rebuilt the distributor when I restored the car, this seemed odd. This time when disassembled, I found the chrome plating had eroded away on the pivot-post for that weight. I rebuilt and installed another distributor.

We went to Church today (a 180 mile trip) and at the risk of a ticket here in KY with 65 mph speed limit, I drove the same speed as I did on the trip (73-77). When I gassed up after coming home, it had gotten 19 mph. Sure wish I had noticed the problem before I went to Spokane.

Just prior to leaving for Spokane, I installed one of John Brooks' (Studebaker Farm in TX) electronic ignition kits in the car. The kits are hand built by John, and mine took only about 15 minutes to install. First thing I noticed was that the engine starts quicker, especially when cold. It is also nice to know I will never need to change points again in this car!

Of course, Jack Nordstrom's "Ultra 400" tranny conversion performed flawlessly. It was a great trip, but it is also good to be home.

GARY CAPWELL

We wouldn't have missed it for the world!! We had an absolutely great time, and the highlight of the entire international meet /vacation was our 56J Wednesday night dinner...WOW, what a kick in the pants! Our car ran flawlessly for the entire trip, not even a small hiccup!!!

It was wonderful finally meeting you and Anita, and all the other 56J people I have corresponded with over the years! Joe Hall and Jack Vines were just as much fun...if not more...in person as they are on line!!! I will post a few pictures on the web site as well!



MAIL BONDING

Letters are always welcome. If you need help or can offer advice, share it with other owners. (Edited as required.)



RICHARD ATKINSON

Subject: HELLO FROM ENGLAND

Thank you for sending me your email with the latest news from 56J.

I can write to say that my car has traveled the sea, been dropped off at Southampton Docks, been cleared by UK Customs, has been collected from the Docks on an enclosed transporter, is currently sitting on the transport truck in Poole (south coast) and with a bit of luck be delivered to me in Bristol... this coming Wednesday (1 June).

So, at long last I will get to see my car!! Which brings me on to color scheme of the car. I just happened to be reading thru the color scheme notes on the website, and have a funny idea that my car (Body No. 207; Serial No. 6800139) may have had the 'original' paint color scheme rather than the 'tri-level' color scheme.

I note from the pictures that John Polous had on Ebay's website when I was buying the car, had one picture of it being solid green, followed by pictures of the car seeming to have been painted the tri-level scheme.

Would you have any ideas as to what might have been it's paint color scheme when it left the LA factory..?

I have some business meetings in Winchester and Salisbury tomorrow (Tuesday), so I'll be staying with a friend of mine in Poole this evening. This may offer me an opportunity to get a sneak look at my car before it is delivered to Bristol. all very exciting really.

I'm half way thru reading 56J already. I mail this out to you and finish it off before I pack my bags to head south.

Thanks again Frank for the 56J newsletter email. And, if you have any thoughts regarding paint color scheme, let me know.

All best wishes and hope you enjoy Memorial Day. Here in the UK, its referred to as 'Bank Holiday.'

GARY WILLOUGHBY June 5, 2005

Regret to inform you that our aunt who was the original owner of our Hawk passed away in February. We attended her memorial service in Tarrytown NY (which is close to where Bondo Billy lives) and brought her ashes for burial in McKenzie TN. We took the Hawk to the service which she would have loved. The dogwoods & azaleas were beautiful at the cemetery and the Hawk fit right in.

I have finally gotten suspension work done. Springs, bushings, tie rods, etc. We found a man here at our local Farmers Co-op who did the work for only \$200! Interestingly, the Co-op is on the block where the old Studebaker dealer was. We took it back to him to change the transmission fluid and grease the differential and pack the wheel bearings in preparation for our trip to Townsend, in the Smokies. We think we've found a good Studebaker mechanic who remembers Studes well.

We attended the Smokey Mountain Chapter meet in Townsend TN which is our favorite place to vacation anyway, so we got a double treat. The meet was small but several very sharp cars were in attendance. We took the models that were the dealer's promotional model of the Hawk and the model of Merideth's Avanti. Both won first place plaques. (They were the only models there, but any award counts, right?) We also brought home the "Hard Luck" trophy. When they asked for any hard luck stories, no one really had one. Amazingly everyone had pretty good trips to the meet. They kept asking for someone to share something so we spoke up that I had spilled my coffee on the carpet twice and the horn button fell off. They gave us the trophy! Ha! It was a hoot. It is an old trophy that is all tarnished with broken parts and paint spilled on it etc.

The car ran fine up and back. Only problem was a vibration that we thought might be the tires. They are 10 years old so we were concerned about all the stories about tire failure of old radials. But two different tire service shops thought they looked fine. So we decided to risk it and had no problems on the 600 mile trip.

We really enjoyed your article in Turning Wheels. Its nice to see the general masses informed about the Golden Hawks superior attributes.

Oh, have noticed since your encounter with the Hooters girls, several billboards have had the phrase, "The cure for the common restaurant". This sounds familiar. Think we could win a law suit?

JEFF PACHL June 11, 2005

I just wanted to drop you a line and express my enjoyment with your article in *Turning Wheels* on the 56GH. Well said! And what a well documented, detailed summary of all the ins and outs of the issue.

I don't have much to add to the discussion here, for I own two '55 Packard V-8s and one '58 Packard Hawk, but not one '56 Golden Hawk. But I love 'em just the same.

I do want to inquire/notify you of a '56 Golden Hawk I saw many years ago. Perhaps it is accounted for at this time, but I wanted to alert you to the vehicle. I purchased my Packard Hawk from a Studebaker enthusiast in Bates City, Missouri. He had many, many Studebakers of all vintages (from the teens and 20s, through the 60's, including a Weasel and other oddities.)

He also had (for sale) a nice Golden Hawk, white over grey, if I remember correctly. It was quite straight, and in fairly nice shape. The only strange thing, it was equipped with a sunroof, Euro-style, the type that folds back to the rear of the opening. He said it had been converted many years ago, and perhaps in Europe, although I am foggy on that detail. I saw this car in late 1988, and I know about 1990 or so he had a huge auction and divested of everything he had, save a '56 President. I am assuming that this car ended up in some collector's hands, but I never saw it again. I do have a photo, if you would like me to scan it and forward it to you. I have regretted that I couldn't buy both my Packard and the Golden, for they are both odd hybrids of their own sort.

I love Packard V-8s and enjoy mine regularly. My Constellation is a movin' machine, and a great ride. My Hawk is nearing completion, and should be on the road by this fall.

JACK VINES June 16, 2005

I added up the production numbers of the 352" V8 engines used in 1955 and 1956 Packards, '56 Hudsons, '56 Nashes and '56J Studebakers. Turns out to be more than I had imagined:

Packard	52,874
Nash	4,681
Studebaker	4,071
Hudson	3,015
Total	64,641

Note: This does not include all the 320" engines used in 1955 Packard Clippers, '55 Nash and Hudsons and all the 374" engines used in the 1956 senior Packards.

I still have not seen a casting date on any heads or blocks later than 12/55. It appears there were sufficient stocks on hand for anticipated 1956 production, so the foundry may never have restarted casting in 1956.

LU PALMA June 15, 2005

Along with our great thanks for the job you do with keeping the mystique (if there is one!) of the 56J alive, here's a check to help with the costs.

And you've done a tremendous job about researching the presumably nose-heavy "problem", which ain't so, and rebutting the handling problem.

My thought about that is this: The 56J is certainly a car with a "sporty" look, but that doesn't make it a "sports" car, ready to drive as one would a Corvette, or whatever. Yet, because of its appearance, I think so many drivers assume it can be, with the unfortunate results one hears about on occasion.

It's a great car, but it was never intended to enter a Formula One race on a flat-track course, even if it can whop some sports cars in a straight run.

GARY CAPWELL August 22, 2005

I found the info on the engine rod bearing interchange that everyone gave me a bad time about at the 56J dinner! The rod bearings I used in my car are Johnson Bearings, Number - SR835 M -X1, they also show two interchange numbers on the label which are; CB -474M (Michigan Bearings Number) and 2010 - SB. They were manufactured by Johnson Bronze Company in New Castle, Pennsylvania USA.

These tri-metal bearings worked fine except I had to modify them by notching the rod cap side bearing to match the rod cap oil slot (piston oiler)! These bearings left out the Packard oil spurt holes, but were NOT the stock Michigan CB-474 babbitt filled bearings. My engine had a set of Michigan bearings that were disintegrating for no apparent reason, looked like cracked egg shells instead of bearing surfaces!

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.

447 Ron Turcotte Lisbon Falls ME	SN 6032570
448 Scott Benson Gilbert AZ	SN 6030054
449 J. Scott Stumpff OKC OK	SN 6800391
450 Randal Stitts Del Rio TX	SN 6032953
451 Bill Carlson San Francisco CA	SN 6030751

NOTICE: In lieu of dues, and to help keep my records correct, registration forms are mailed to owners 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.

SPECIAL ITEMS

56J ONLY MESSAGE GROUP This group was started by owner Scott Reid in July, 2002. It is a vehicle for owners and fans to exchange ideas. It is not officially a part of the 1956 Studebaker Golden Hawk Owners Register, but it certainly adds another dimension to our group. Just go to our web site and click on *56J ONLY Message Group*, and follow the instructions to sign in or join. **NOTICE:** I rarely visit the group. If you want to contact me, or to include something in the newsletter, you must send it to me directly. You can do so through the 56sgor web site. NEVER write to me at the Yahoo email address.

56J ONLY, ELECTRONIC VERSION The "E" version of the newsletter is in color, and undamaged in transit. If you would like to receive the newsletter electronically, and save me a buck, just let me know. I will send you a notice whenever the latest version is posted on the web site. You can read it, download it, and/or print it at your leisure.

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: I have 1956 Golden Hawk with a ground up restoration started. The chassis has been stripped and completely restored the body has been completely restored and painted. It had very little rust but all was repaired before painted. This was originally an Arizona car. It has less than 70000 miles, needs to be completed. I have the original 352 Packard engine with an automatic trans. Power steering and brakes. The interior is missing except the seats and dash which need to be repaired. Most of the chrome has been replaced or rechromed and the front and rear bumpers do need to be repaired. I do have many extra parts such as extra front and rear glass and many extra handles and chrome parts. I seek 14,000 for the car it is located close to Nashville Tennessee. Thanks, Billy Stallings 615-481-6941 thespaguy@thespaguyinc.com I do have pictures if desired. (09-2005)

For sale: NOS and used 56J parts. 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 (06/2005)

Wanted: 1956 Studebaker Golden Hawk starter Auto-Lite MDF-6008 for Packard 352 V8. NOS or rebuilt. Call Philippe 847-295-5185 or email philippe.hans@alberthans.com. (05-2005)

For sale: Have 56J parts for sale. Distributors, intake manifolds and water pumps w/ correct casting dates, carbs, hydrovac units and power steering pumps. A few other Studebaker parts available also. These are good used parts saved from my grandfather's Studebaker dealership in Fairport N.Y. Contact me, Timothy Richards, with requests at richardt@bloomington.in.gov (03-2005)

For sale: Due to the arthritis in my hands getting worse I will not be able to complete the restoration of '56J K 7 284. I collected Hawks for 25 yrs and saved the best pieces for this restoration. Car was SnowCap Green & white as were the two other cars that I bought and disassembled for parts. All pieces are there. All sheet metal and the body and chassis has been sand blasted and primed. Most sheet metal items there are two of and all are good. Motor is rebuilt and the original motor to #284. She is an automatic (believe rebuilt as had dealer tag stated such when I bought out a Stude dealership). Have 2 power brake units and car was not power steering. Body is on rolling chassis and only rust thru was trunk corners. (Classic Ent patch panels go with car). Decent interior pieces for excellent patterns are included. Some items there are three of, IE. radios, rear fins, trunk lids, front suspensions front fender sets, Nice original white steering wheel. Would consider as a partial trade a nice running Stude pick up. \$6500. Would require a couple pick up trucks and a car trailer to haul all that there is here for #284. I hate to end this project but my doctor advises that I should! Contact: emontgomery@lairdplastics.com (03-2005)

Wanted: "Packard" grill crest (emblem) # 391375. Fits 1948-1950 models W/fasteners. Also part No. 29326P (bullet) ornament, radiator grill panel for 1951 Studebaker. Also # 293310 ring radiator panel ornament, prime, for same W/fasteners. NOS, excellent please, to match quality of parts I now have. Don Girvan, 273 Shediac Rd., Moncton N.B. Canada E1A 2S5. (02-2005)

Wanted: Looking to find lower aluminum molding for drivers side rear fender for 56-J. 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 jimijim8@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: 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 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 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 diecast. 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

1956 GOLDEN HAWK SERVICES

Ranco Heater Valve Repair. Your heater valve/s repaired or will send you a rebuilt one. I must have your old rebuildable core. It must be the same type you are ordering because I do not have a lot of cores. If you not have a



valve and there is a \$50.00 core charge. These valves are very hard to find. Valve or rebuild - \$65.00 Price includes return postage. Downeast Studebaker, 314 Rosewood Rd. Goldsboro, NC 27530 919-734-7755 e-mail: sanjim76@earthlink.net (02/2005)



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. (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 with the points system. John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840. 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 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)

Ultra 400 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

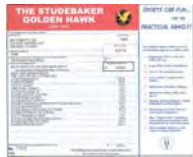
Rebuilt 56 Golden Hawk fuel pumps, both Carter and AC Delco, \$75 exchange (I must have your old fuel pump, or a \$50 core charge). Add \$10 for shipping. Gary Capwell 3441 Sandringham Dr. N.E. Salem, Oregon 97305, Phone 503-365-3296 Email mocha56j@comcast.net (01/00).

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, 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 Just 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.

56J CLUB ITEMS

ALL PROCEEDS HELP MAINTAIN THE REGISTER
Items can be ordered on-line

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 \$15.00 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 (add \$13.00 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 microfilm, so only mistakes are those made by Studebaker. Send serial number. \$12.00

DECALS(-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 (need 2) ea. \$ 3.00.
- GENERATOR FIELD TERMINAL TAG**, red \$ 1.50.
- TACHOMETER SENDING UNIT TAG**, red \$ 3.00.
- CLUB ROSTERS** (send SASE, owners only)

All items are available on-line at the 56J Store

Make checks payable to Frank Ambrogio.

IN THIS ISSUE

- **JOE HALL** HAS FOUND A MODERN REPLACEMENT FOR THE ROPE TYPE REAR MAIN OIL SEAL AND REPORTS ON HIS TRIP TO SPOKANE.
- **DARRYL NOREBERG** ADDS SOME COMMENTS REGARDING HIS LETTER IN OLD CARS WEEKLY.
- **SEVERAL PEOPLE** OFFER VIEWS ON THE 1956 GOLDEN HAWK HANDLING SITUATION.
- **BILL GLASS** HAS ANOTHER REASON TO CALL HIS CAR THE HAWK FROM HELL.
- **RICHARD ATKINSON'S** CAR HAS BEEN MADE THE TRIP TO JOIN HIM IN ENGLAND.
- **GARY WILLOUGHBY** GIVES AN UPDATE ON HIS CAR, 600 MILE TRIP ON 10 YEAR OLD RADIAL TIRES.
- **JEFF PACHL** REMEMBERS A 1956 GOLDEN HAWK WITH A SUN ROOF.
- **JACK VINES** SUPPLIES PRODUCTION TOTAL FOR ALL PACKARD 352 CID ENGINES.
- **LU PALMA** ADDS SOME THOUGHTS ON THE PACKARD V8 AND THE 1956 GOLDEN HAWK.
- **GARY CAPWELL** HAS INFORMATION ON AN ENGINE ROD BEARING INTERCHANGE.
- **JACK VINES** DOES A GREAT JOB SETTING UP OUR 56J DINNER IN SPOKANE.



FRANK AMBROGIO
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SORRENTO FL 32776-9233
USA
ADDRESS SERVICE REQUESTED

PLACE
STAMP
HERE

MAIL TO: _____

