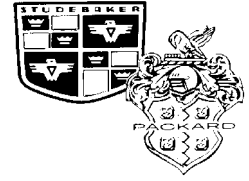




56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com

NUMBER 053

ESTABLISHED JANUARY 1, 1989

FEBRUARY 2006

MODERN MEMORIES

John Krauser purchases the car John Ulver's dad bought new in 1956

John Ulver wrote to me on November 8, 2003:

My Father bought a new 56 Golden hawk in Cedar City, Utah. He sold it in Salt Lake City in 1959 (big mistake) The transmission was doing strange things like going into reverse at 10 or 15 mph. He used it for work and it had over 80,000 miles on it by then. There can't have been more than 1 or 2 Golden Hawks sold in Utah in 1956. This one was Mocha and White (is that Doe?).

Is there any way I could find out if it survived? Dad's 90 now and still loves that car. One fond memory was when He and I, along for the ride, did a measured ten mile section on Hwy 91 called "Buckhorn Flats" in under FIVE minutes in the summer of 1957!

Thanks a bunch, John Ulver, Skamania, WA

I checked the production orders, and determined that the Ulver's car was serial # 6800477. It was delivered to Cedar City, Utah following its final assembly date of March 27, 1956. It was painted Mocha/Snowcap White and matched the accessories that John listed in a second Email. The car was not registered with me, so I had to tell John that, if it survived, I didn't have any knowledge of it.

Then, on May 22, 2005, John Krauser of Vestavia Hills, Alabama registered the car. He had purchased it from a Mr. Babcock who lived in Montana. He noted that the car didn't run, but the body appeared to be in very good shape, and all the parts and trim were included.

I notified John Ulver who stated, "That's great! Thanks for letting me know. I'll tell Dad, but I'm not too sure it will sink in. He's 91 now."

I put both Johns in touch via Email addresses. Once John Krauser received the car, he wrote with the following:

I have received the 56 Golden Hawk. It was as advertised. The body is in outstanding shape. There is one small rust hole just behind the driver's door on the quarter panel. All the chrome and stainless is there. Interior needs replacement. Everything is there however. The engine block is cracked. The seller provided an additional Packard block. Transmission has failed was

well. No brakes which made it interesting to get it into my garage.

The driveway is uphill from the street and downhill at the back. It took a truck and a Jeep, three guys and blocks of wood to get it into place.

I will start to take pictures and make notes. Slowly I will work on the brakes. My 62 GT Hawk is the primary object of my efforts now. It needs several small items repaired. Then it will get painted and the interior will be redone. This should take a year to complete.

During 2006 I will purchase items needed to repair the drive train on the 56. It is a longer term project for me. My 57 Silver Hawk fits into the picture somewhere here. However, I want to get the 56 running so I can drive it in the neighborhood. - John E. Krauser

Later, John K. sent some pictures to John U. and they exchanged correspondence::



John Krauser - I got an E-mail from John. He was pleased (with the pictures.) Thanks for getting me in touch with the original owner. My 57 Silver and 62 GT were both built in South Bend. There is a chance that one of my relatives had something to do with them. It means a great deal to me to have contact with the original owner's family.

John Ulver - My Mom died Oct. 17th. after years in a nursing home. Dad had pretty much spent his time taking the bus the mile or so to the nursing home to visit her everyday. It soon became apparent his dementia was much further advanced than we'd realized. The good news is, we have him safe and sound on an Alzheimer's unit in Vancouver, WA. It's like a nice hotel in appearance except the doors are locked. No more worry about him getting lost and hurt or eating properly and he is a lot nicer on his medication. He reads, so I'm certain he'll enjoy the pictures.

We're looking forward to sharing the history of his the Golden Hawk with him.

It is always fun for me to be involved in helping someone find that special car. We've had several stories to tell, and it just adds value to our group.

COLLECTIBLE AUTOMOBILE - 56 GOLDEN HAWK STORY

George Hamlin admonishes the magazine staff

(NOTE: Add Collectible Automobile to the list of those who can't write a story on the 1956 Golden Hawk without mentioning the heavy front end)

Okay, effective as of lunch today I have read this old canard once too often - and in your December 2005 issue it appears twice yet!

Next staff meeting, could you pass the word around that the 1956 Studebaker Golden Hawk was NOT this nose-heavy monster that the pop culture has made it out to be? That particular uninformed speculation, which never appeared in print in 1956, has been demolished pretty thoroughly several times, most efficiently by Frank Ambrogio in various publications but also by others. Why put the car on the cover and then libel it inside?

There are probably minor variations in weighing technique, like, with or without air cleaner and suchlike, but the Clipper 352 V8 engine used in the Golden Hawk weighed 698 pounds. The Studebaker 289 V8 engine used in the 1957 Golden Hawk weighed 653 pounds and the supercharger 55 more, for a total of 708 pounds if you're keeping score at home. And the optional automatic transmission didn't degrade the handling either; the 1956 Twin Ultramatic was, with its pioneering use of aluminum, the lightest unit in the industry.

And now I'm certain no one will ever put that nonsense into print again, such is the stature of Collectible Automobile in this field.

In case it is of interest, the front springs on the 56 GH vice the 57 GH are:

56J std:	526124	(296 x 1565)
56J HD:	526125	(340 X 1565)

57H-K7 std:	1539501	(280 x 1565)
57H-K7 HD:	526130	(375 x 1565)
57H-K7 a/c:	1541867	(250 x 1655)

The load on all these springs is seen to be 1565 lb except for the one with air, and they gave that one an extra 90 lb load rating. The rate (in lb/in) varies a lot but the two standard springs, 526124 and 1539501, are even very close on the rates. The HD spring for 1957 requires a lot more to compress, per inch, than does the HD spring for 1956.

Does this listing do anything to help dispel the idea that the 1956 engine was so much heavier?

STUDEBAKER SKYTOP REGISTRY

By Paul Warta

As you may know, we have been working to establish a Studebaker Skytop Registry. We have made good progress, and are pushing to get the word out to as many Skytop owners as possible. Our temporary website is: <http://hometown.aol.com/r1skytop/myhomepage/index.html>.

I would really appreciate it if you can add The Studebaker Skytop Registry website to your list of links on the '1956 Studebaker Golden Hawk Owners Register'. Of course, we would add your website to our 'Links' page.

I hope you will consider this request. If you have questions, please let me know.

Thanks, Paul

Paul Warta
801 Sedge Garden Road
Kernersville, NC 27284
Visit The Studebaker Skytop Registry website at: <http://hometown.aol.com/r1skytop/myhomepage/index.html>

PACKARD HAWK REGISTRY

Suddenly registries are everywhere

While checking out the Studebaker Drivers Club's web site, I stumbled upon another registry for Packard Hawks. I wrote to coordinator, Mike Williams, to inform him that I had placed a link to the Packard Hawk Registry on the Options page of our web site.

I congratulated him on his web site, and I just had to mention that our group uses the word "register", while he used the word "registry." I also stated that I didn't see a difference in the two words. He replied with the following:

I must confess I get quite a bit of assistance from Ron Ellerbe of the Jet Thrust Registry. Your message reminds me that one of the things I have intended to do is add a list of the different registers on my site. (See I used both

"register" and "registry"! I think you are right other than "register" has both a noun and a verb form with "registry" is only a noun. I doubt that one is more correct!

MYSTERIOUS COWL TAG

No one has had an answer in 23 years



The above photo shows the body number plate on my 1956 Golden Hawk, serial number 6032195. As you can see, the left portion shows the normal plate with 56J-K7 on the upper line, and the body number, 2591 on the lower line.

Attached to the right side of the body number plate, is a metallic strip. about 6" long. This strip has some raised lettering on it which reads, "W G K N E C H T". The strip is not secured to the cowl on the right edge, although there is a hole in the strip for this purpose.

Over the years, I have asked many people if they knew what this metal strip and the lettering stood for, but have yet to receive an answer. I've never seen one on any other car. I have seen a little tag which indicated that the particular car had P SEAT, located in this general location.

If anyone has knowledge, or just an opinion, on what all this means, please let me know and I'll share it with the rest of the group.

If your 1956 golden Hawk has a tag, similar to the one shown above, please send me a picture and any other information you may have, and I'll put it in the next issue.

RUST REMOVAL SYSTEM

Owner Roscoe Stelford of Hampshire IL is a distributor for the Ultra One Rust Removal System. This system features include: Non Acid, no fumes, no gloves required, reusable, cleans up with water, and biodegradable.

I've included an ad for Roscoe in the newsletter and on the 56 Golden Hawk web site. I've also added a link on our Studebaker Vendors web site.

You can go directly to their web site at www.weremoverust.com or, just go to our sister site at

www.StudebakerVendors.com and click on Ultra One Rust Removal System. Either way, you may have to enter Roscoe's code, RCS15, and you're in business.

MAIL BONDING

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

(Edited as required.)



JOHN BEGIAN

September 29, 2005

I wanted to talk to you about a good information source on Golden Hawks and Studes in general. A guy here named Jack Smith (he was part of the seminar we had at the Detroit meet) worked at S-P from '46-'57. Jack was Hardig's assistant and was at the press release of the '57 GH in South Bend. Jack was involved in many aspects of the company.

After S-P, he went to Chrysler and worked on such things as the Road Runner. He was doing a Road Runner talk at the Mopar Nationals and he mentioned he had read the recent TW article on GH's and had the answer for your question of why the Packard V-8 was used in the '56 GH. He said it was part of a synergy plan by the company to show the bankers that the merger was working and that they should bankroll the upcoming cars, like the Predictor. He said it was part of a road show that S-P did with the banks to secure funding for upcoming programs.

But, it got me thinking. Jack was there during all the GH time, and, if you had any questions about why things were done or whatnot, he would be an excellent source of information. And, at 82, he is still sharp and remembers many things.

So, if you are so inclined, write him at (he has no email):

Jack Smith 3775 Kent Drive Troy, MI 48084

(NOTE: I wrote to Jack in mid October, but have not, as yet, received a reply - FJA)

ROSCOE STELFORD **September 9, 2005**

Re: Engine Casting Dates: I looked over some of my parts engines and found the following dates cast in the bell housing 4-18-56, 5-3-56, 6-11-56. Jack Vines says he has seen none newer than 12/55. I really do not think any company would forecast and produce a year ahead supply of engines and heads the cost of raw materiel would have been quite an investment plus where do you store that many engine blocks and heads?

Just as a point of interest the 6-56 engine I have is a new complete which has what I think is an AMC oil pan on it so it would seem AMC was still buying engines as of that date.

WALLACE KIDD November 10, 2005

I recently purchased a 1956 Golden Hawk and am in the process of restoration (I guess preservation would be more accurate) - See picture enclosed, just could not see it going to the crusher.



The Serial No. is 6032771 and the motor number is 5622 4591. Apparently it is not the original Packard motor. The valve covers say "Clipper", the motor block is painted medium green. I really appreciated your 56J article in the June, 2005 issue of TURNING WHEELS.

You noted in the article that there is an oil pump problem that can be easily corrected. On this motor the valve rocker arms and the surface of the valve stems show scoring and considerable wear, a sure sign of inadequate lubrication. I would greatly appreciate any information on this problem and how it can be corrected. Also any suggestions on where to obtain parts and availability.

RAY LAATZ January 05, 2006

If you search the internet to find the first muscle car, only one is given the nod for being the absolute first, the 1964 GTO, with all the credit for putting a large V8 engine in a mid-size body going to John DeLorean.

The Official Muscle has this to say on the subject: "Strict definition of a muscle car: A muscle car, by strictest definition, is an intermediate sized, performance oriented model, powered by a large V8 engine, at an affordable price. Most of these models were based on "regular" production vehicles. These vehicles are generally not considered muscle cars, even when equipped with large V8s, if there was a high performance model available, it gets the credit, and not the vehicle it was based on: Examples, Buick G.S., Chevrolet Chevelle S.S., Dodge Charger R/T, Ford Torino/Cobra, Plymouth GTX, Plymouth Roadrunner, Oldsmobile 442, Pontiac G.T.O.

That's what, in their own words, THEY consider a muscle car! Can you think of any other car that fits that description exactly and was built 8 years earlier than the oldest one listed, yet is missing from that list?

I have nothing against any of the cars on the muscle car registry list. They're a joy to see on the street, and I have nothing but respect for the people who restore, drive, and love them, But to me, ignoring Studebaker, with all the pioneering work that paved the way shows a lack of research on their part.

Oh well, I guess for the time being we 56J owners will just have to be content knowing our cars were first.

RICHARD ATKINSON January 10, 2006

Firstly, a 'BIG' thanks to you for sending the tail lights down to my mother's in Boca. They're great. I drove the car on to the truck last Thursday morning and followed the car down to the shop with a box full of parts that came over with the car when I bought her last year. I then had to dash for a plane to Spain.

I still have a very large case full of parts that I purchased from Studebaker Int'l in my living room!! I only had a couple of days in the UK before I was packing my bags and heading to Madrid. My intention is now to catalog all the new parts that I brought back with me (over \$2K's worth!!!), before I place them in a large box and take them down to the shop, which is approx. 25 miles away from my home. I'm planning to take them down over the next couple of weeks as well as sit down with the principal of the Company and make sure that we can work closely together, and try and minimize any down time. I'm hoping that once the momentum gets started, there will be steady progress on the car. If it can be finished this year, that would be a major achievement.

And when there are pics, I'll send some over to you.

**GREAT AMERICAN CARS
1956 Golden Hawk is included**

I was in a bookstore at the mall, on January 2, 2006, and I spotted a book on one of the carts. It was titled, Great American Cars, and featured cars from the very earliest to 2002. The book was published in the United Kingdom by Colin Gower Enterprises, and has an ISBN of 0 681 03141 7.

Of course, I had to check to see if they had the foresight to include our favorite car. The cars were shown in order by year and name. They did include some nice ones including a Chevrolet, DeSoto, Dodge, Packard, and a Cadillac. There may have been others, but I wasn't paying that much attention.



Sure enough, when I got to the "S" car, there was a very handsome Mocha/Doeskin 1956 Golden Hawk. It was immediately obvious that this was a picture of my car. It was taken in 1996 by Mike Mueller, and appeared in his book, *Fifties Muscle, the Dawn of High Performance*.

Well that was certainly a nice way to start the new year. Not only did I find out that someone thinks the 1956 Golden Hawk is one of the Great American Cars, but that my car was the one representing the model.

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.

452 Frank & Ruthanne Nekvasil Arvada CO	SN 6032455
453 Geoff & Norma Gogle Summerland BC	SN 6800464
454 Fernando Soliva Castellon Spain	SN 6032398
455 Wallace Kidd Easton PA	SN 6032771

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 "56J ONLY" 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 56SGHOR 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 and send your Email address. 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.

Wanted: Parts for Ultra-matic, front yoke #0847-1, the filler tube #0811-50 and the dipstick #0811-54. Walter Kunz 277 Main ST. #8, East Aurora, NY 14052. Phone # 716-655-9517 Wgkunz@aol.com (10-2005)

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)

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)

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 jimmijim8@yahoo.com Ph. 304-723-5253 (11-2004)



For sale: 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)
(Prices subject to change)



For sale: 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)

Ultramatic Transmission Shift Indicator.

Die-cast 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

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 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. Tel 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

For sale: 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 (02/2000)

For sale: 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

1956 GOLDEN HAWK SERVICES

Ultra One Rust Remover: Non Acid Product. No fumes, no gloves required, reusable product, cleans up with water, biodegradable, easy to use. Does not affect rubber, gaskets, seals, decals or stickers, plastics, most paints. DISSOLVES RUST ONLY

WWW.WEREMOVERUST.COM Code RCS15

For a brochure call 847-464-5119 or write to Roscoe Stelford 15N119 Reinking Rd Hampshire IL 60140 or stelfordsinc@aol.com (12/2005)

Tachometer Service: I can repair most tach sending units and I rebuild sending unit to tachometer cables. Also have NOS and used 56J parts. Brent Hagen, 6220 SE 55th Ave, Portland OR 97206-6800, phone 503-771-0604. ghawk352@effectnet.com (06/2005)

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)



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)

Richard Quinn 20026 Wolf Rd. Mokena, IL 60448. rtq11@aol.com

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)

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.



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

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



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).



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