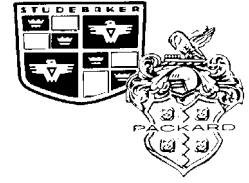




# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)

NUMBER 054

ESTABLISHED JANUARY 1, 1989

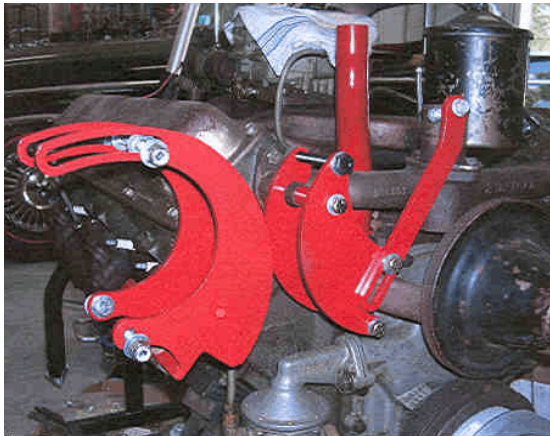
JUNE 2006

## NEW AIR CONDITIONING BRACKET & PULLEY

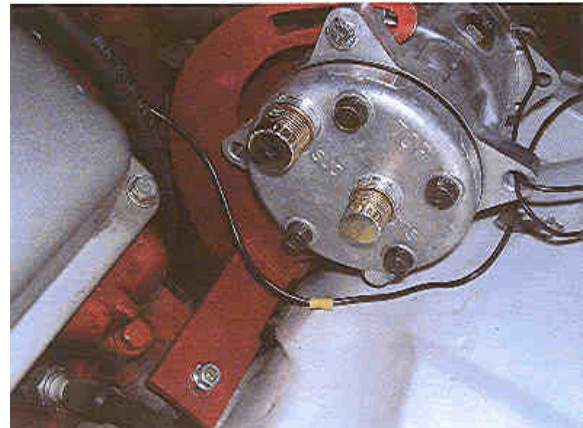
*From Jack Nordstrom*

Thanks for running my ads regarding the Ultra-400 transmission conversion. The toll free number at 800-775-7077 will give people a chance to receive some further enlightenment on the product and the inclusions.

The Sanden compressor mounts where the generator was and the alternator mounts between the valve cover and the thermostat housing. As you can see in the photo, there is a new "S" shaped offset oil fill pipe to allow space for the alternator. Hood clearance is about 1". You can also see a portion of the new A/C pulley.

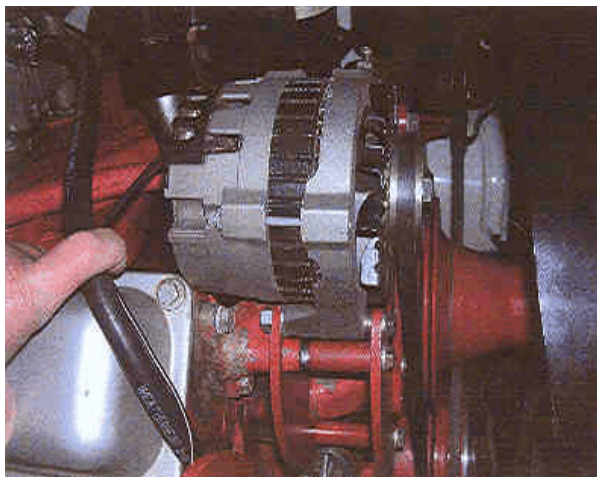


Above is a picture of my "NEW" bracket set for the alternator and compressor to complete the A/C setup. Necessary items to keep the people and engine cool.



Rear view

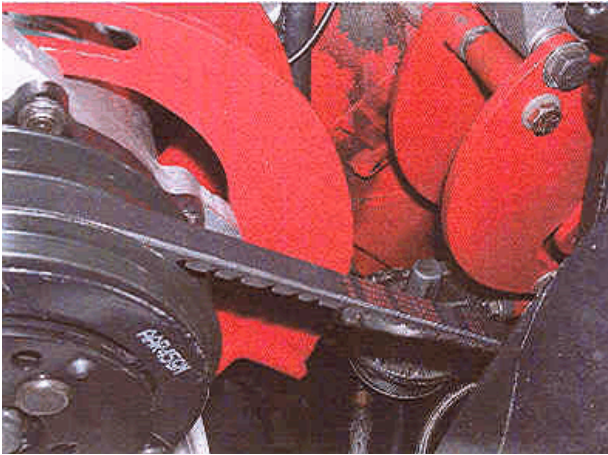
The bracket kit is \$350.00 including S/H. We can just consolidate the two items in one ad, since if you want to add A/C, you will need both items. It took us months of part time trial and error to fit these items into that concise area under the Hawk hood. The kit will include the necessary NAPA part numbers which can be crossed to other parts houses.



Side view



Pulley



Front view with brackets and belts

The Sanden compressor from parts houses are approximately \$450.00 exchange and most people won't have an exchange core. I recommend getting the Sanden compressor and all other A/C components & parts from Vintage Air, 1-800-to-cool-u. The new, not rebuilt, Sanden compressor is about \$250.00 with no core required. They are the best, most professional, and most complete aftermarket air conditioning parts supplier in the country for our type of product. They are located down the street from me, about 10 miles.

## MYSTERIOUS COWL TAG - PART 2

*Finally an answer after 22 years*



Tag showing letters W G KNECHT

### *Craig Parslow suggests an answer*

I was reading your #053 issue of the 56J Newsletter regarding the cowl tag. Could that be a Studebaker (or Packard division's) employee's name? Or "tagged" for someone by that name who may have worked in one of the various departments, such as engineering, public relations, etc? I certainly can't think of an option or option package that would have had a set of letters like that. It will be most interesting to see what further theories develop on this one.

### *Richard Quinn supplies the proof*

Frank, I noted your inquiry in the Feb 2006 issue of 56J only regarding the "mysterious body tag" and believe I have the answer to the question.

The lettering you mention I believe is W. G. Knecht (note the "c" rather than the "g") which stands for Walter G. Knecht, a long time employee in Studebaker's engineering department. He held several positions over the years but I do know he was asst. chief inspector in engineering in 1950+ and by 1962 was in what they referred to as "Quality Control" which may have been the same position with a different title. As such the car you now own was likely assigned to him for driving/testing. Of course it is also possible that he purchased it outright though I think that is less likely. I did not know him personally but I do know from my records that he resided at 53570 Olive Rd. in South Bend.

I see his name on the cc: from a memo sent by R. D. Feick to A. Bolger regarding the 56J's built for Canadian delivery that is dated 2 April 1956. The memo concerns the fact that 56J cars built for Canadian sales were to have the 8.25 to 1 compression engines and would have a special "XH" suffix on the engine number to distinguish it from the 9.5 engines. I assumed I had sent a copy of this memo to you but if not I can do that.

I hope that settles the issue of the "mysterious tag" but I do find it interesting that they would choose this method to designate the driver/user. I wonder if this practice was widespread. In examining tens of thousands of production orders over the years I have seen the phrase "tag for \_\_\_\_\_" and I am now wondering if it literally meant to add the body tag strip as found on your car?

*(NOTE: Once again I must express my thanks to Richard. One of the smartest moves I made, when I started the Register, was to add SDC members Richard Quinn, Fred K. Fox, and Bob Palma to the mailing list. Though neither owns a 56J, each has been a big help in getting the word out, and helping us answer so many of our questions.)*

## FRONT END WEIGHT REVISITED

*Just when does a car become unsafe?*

You may remember my diatribe concerning the criticism of the front end weight on the 1956 Golden Hawk. My article appeared in the June 2005 issue of Turning Wheels magazine. In that article, I listed the weight of my two 1956 Golden Hawks, and the weight of J. D. Nutgrass's 1957 Golden Hawk.

An article in the September 2005 edition of Motor Trend magazine compared a Chevrolet HHR to a Chrysler PT Cruiser. At the end of that article, was a list of specifications for each car. One line that particularly caught my interest was shown under dimensions. The line was titled, Weight Dist, F/R. Imagine my surprise when it showed the HHR having a distribution of 57% Front, 43% Rear. The PT Cruiser's distribution was shown as 58% Front, 42% Rear.

I knew these figures were "in the ballpark" of the Golden Hawks for 1956 and 1957. I went back and checked my



article and, when comparing it to the Motor Trend specifications, I discovered the following:

#### Weight Distribution - Front to Rear

VEHICLE	FRONT	REAR
1956 Golden Hawks*	56.50%	43.50%
1957 Golden Hawk	56.53%	43.47%
2006 Chevrolet HHR 2LT	57%	43%
2006 Chrysler PT Cruiser Ltd Edition	58%	42%

\*Average of my two cars (one manual, one auto trans)

Now I have to admit that I haven't read a lot of reports on the HHR or the PT Cruiser. However, in this particular account in Motor Trend, I did not see anything about either of these cars being front end heavy. I also did not notice the words, unsafe, snow plow, understeer, or oversteer.

I can only surmise that this 57%-43% ratio is the ideal weight distribution. After all, the auto industry has had half a century to perfect this situation.

I guess it just means that the 1956 Golden Hawk was ahead of its time.

## 56SGHOR DINNER IN OMAHA

*We got help finding a site*

Mike Fleek of Omaha NE has done a little preliminary checking on a site for us to have our annual dinner. As of now, it looks like we can meet at the Perkins Family Restaurant which is located across the street from the meet hotel.

The restaurant has a separate room which will seat 25, with an second room for the overflow. I sent a letter to the restaurant, explaining our situation. So far, I have had no return correspondence. I will check in with them when I arrive at the meet to see if I can finish setting this up.

There is a chance we might meet at another location. Rick Courtier, of Tampa FL is a native of Omaha, and he suggests that we MUST go to a steak place. He further states that no place else has steaks like Omaha.

He knows of several places, but they may be too far from the host hotel. Many people, including me, will not have a car available at the meet. I would like to keep the location within walking distance. However, this may not be possible, and we will just have to wait and see how things play out. If anyone has a suggestion, or can set something up, please let me know.

Please check the bulletin board in the lobby of the host hotel for the Sign-Up Sheet. Unless something changes between now and then, dinner will be on Wednesday September 27 at 5:00 PM.

## MAIL BONDING

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



**LARRY L MICHAEL** Jan 30, 2006

I read your last 56J ONLY and as usual, found many interesting articles. My 56J has a "P SEAT" tag on the cowl also. Ironically, it too has holes drilled on each end of the tag but it is only fastened on the left. I have often wondered about why it was only fastened on the left, but never saw many other 56J's that had tags to compare it to. Picture quality is not that good - - it is in a rough spot to get a good picture.



**P SEAT tag on Cowl**

Hope all is going well and that the Florida winter is treating you well. We just had our statewide meeting of the Keystone Region Chapter of SDC yesterday and finalized the location of the 2008 International Meet. It will be in Gettysburg. Our chapter has not hosted an international meet since 1980. It too was held in Gettysburg and had the largest turnout of any international meet - - over 1,000 Studebakers! We are hoping for a repeat. My first showing of my 56J was at the 1980 Gettysburg meet. I will probably be one of only a few that have the same car there 28 years later!!

**BRENT HAGEN** February 09, 2006

I am trying to figure out all the brake lines on Ariel that I will need with the power brake set up and hill holder. The last piece of the puzzle is the little piece that connects the left front wheel to the front "Tee" block. Your parts books show that there are two different lengths of pipes, either 5 & 1/4" before 6032261 or 6 & 7/16" after 6032261. Ariel is 6800352. Do you have any idea which one mine might be?

In all I have 9 sections of solid brake lines to have made up and five flexible stainless/Teflon lines. I am going to have all four wheel cylinders sleeved with stainless as

well as the master cylinder. I am not sure if the hill holder can be sleeved with stainless, but will go ahead and do it if possible. I am sticking with one master cylinder but will add the aux. brake reservoir. I also am changing the rear finned drums from 10" to 11" finned (like used on the disc brake cars). This will require changing backing plates, etc., but nothing major or too expensive. I will get my axles X-rayed or magnifluxed before re-installing but at this point don't plan to switch to flanged axles.

Finally got around to reading the latest 56J, great job! My son and I just got back from Raleigh, NC on Tuesday. Mark applied at NC State for their Bachelor's of Industrial Design Program. He wants to be the next Raymond Lowey.

## **RICHARD ATKINSON**     **March 07, 2006**

Well, I made it back to Bristol (England)!!!!

I had a few raised eyebrows when I was checking-in at Bristol Airport on the way out. I showed up with a large cardboard box and an empty suit case at the airport. Box, however, had my interior door panels inside. Needless to write, its amazing what a bit, well plenty actually, of duct tape can achieve! However, no hitches, and the box was checked thru and onward bound for Newark.

I arrived in York at night on Friday, so my first day at the swap meet was Saturday. And, as you might imagine, I didn't waste any time,. this was my one and only time to go a massive parts purchasing spree. A bit like what the 'girls' like to do with shoe shopping! By early afternoon, I had purchased from Don (he's on our Register), two, very good front parking lights that sit on top of the fenders. Also from Don, I purchased an exceedingly good back-up light, a right-hand side grill, two exterior door handles. I may have even forgotten a thing or two. Don for me was a proverbial 'gold mine.' I later bought the left-hand side grill from Dick and his wife. Sorry, without all the business cards, and still a very mushy, jet-lagged brain, I can't remember everyone's name.

Later on in the day, I met up with Jim Turner, Turner Brake, who very kindly brought wheel arch trim pieces that I had agreed to purchase from Dale McPhearson. I met with Don Simmons (Canada), who kindly sold me the 3 headliner bows that Myron advertises in 56J. Of course, I had another order in with Studebaker Int'l, two boxes this time! I had a transmission gasket set sent by Max Merritt to my hotel. I met up with Ray Martin and had a very good chat with him. Ray very kindly offered some insights into restoring a Hawk, not least when the body is lifted off the chassis. I had Vic at Phillips Classic Glass do the same with the 2 tinted vent glass windows.

I was able to purchase both pieces of stainless that fit on the hood, one at the bottom of the hood, the other that runs between the front grills (from Dick and his wife). I was also able to purchase the two small pieces of

stainless strip that run from the door shut to the check mark. These came via Jim Turner and Dale's trim pieces and another SDC member.

To say that packing my suitcase was a challenge, is an understatement. I went over with a virtually empty case, but I returned with it being 16lbs over weight!! I also had to pay the airline an extra \$90 for the NOS stone guard panel that I purchased from Studebaker Int'l and carried on as a separate (my 3rd) item. I had the opportunity of meeting Ed Reynolds on Sunday, though by this time I had a keen eye on time as I had some last minute packing to do, settle up with the hotel and then drive back to Newark.

I met some excellent Studebaker people, all very happy to help me identify parts, give me their business cards, telephone numbers or email addresses. Frank, the President organizing the event was very helpful, even encouraging me to come back next year. I did explain that this visit was really about me trying to pick up the majority of parts that I could not find via vendors and Ebay, which has become my must check out website every day!!

Upon returning at Bristol Airport, I went straight to the workshop and spent the next part of an hour with Paul (the owner) emptying my suitcase on his trimming desk. I don't know whether he was more excited by the goodies that I'd brought back, or me!! In the end Paul was saying he should be doing his business in the States. Paul's into USA iron in a big way. I also brought a Hemmings Manual back with me. This probably only helped to reinforce Paul's view that he was in the wrong country. Paul's company ([www.bcandsc.co.uk](http://www.bcandsc.co.uk)) specialize in Jaguar restoration. They do some truly fantastic work on 1950's and 1960's cars in particular.

We offered up the stone guard panel up to the back of the car. Its now estimated that the rear of the car has been pushed in between 2 - 3 inches. When I receive a revised estimate for the insurance damage, I hope that it will pass thru without too many problems.

Today I'm back at work. I turned my lights out last night at 8:30pm, UK time and slept the whole night thru. This morning was very, very hard getting up at 7am! And as for work, well, the day is just crawling by!!

Did I enjoy my trip? Oh YES!! I guess the one thing I would do differently, is probably show up on the opening and second day, and, skip the last day.

As to the car, it now has all the fenders and doors off the car. There have been a few bits of new metal that have been welded into the car, such as cutting out and making good internal wing sections. But, nothing too big, then painted with zinc paint. Having dropped off all my parts, I went home to collect my camera (35mm), returning to take some more pictures.

The next part is to cut out the back damaged rear panels, separate the double skin, reweld back on to the car, offer up the rear stone guard and the seam weld the whole lot back in place. Once that's been done, the body comes off the car, very possibly later this week!!!

So, between me purchasing parts and the guys pulling the car apart and then re-building it, progress is all going in the right direction - forward!!

Keep you posted with further news as and when it arrives!!

## **CRAIG PARSLOW    March-24, 2006**

I'm glad you received a documented answer, on the cowl tag, from our own Richard Quinn. Appears I even correctly theorized W B Knecht was an engineer as well

Now I would start looking for several other markings under the hood and chassis if you haven't done so already. I would not be at all surprised if you will find a LOT of the familiar white or black grease pencil marks, or perhaps even 'EXP' notations stamped on the various components unique to 56 J's. I would suspect a car that passes through the hands of an engineer, especially one that was tagged specifically for him would no doubt have more than the usual amount of underhood and chassis quality control and engineering markings on it than all the other 1956 Golden Hawks. Well, I'm only more than happy to be of assistance in your search for the "strange and unknown" world of 56 J's, and thanks for your kind reply and the copy of Richard's letter to you!

## **CURTIS FRENCH April 9, 2006**

FYI, I just picked up the remains of a 56 Golden Hawk in Panama City today. The original owner passed away last year; his son told me his Dad used to race the car on the beach at Daytona. The Hawk got kinda rusty from the salt and he eventually parked it in some kind of barn or something at his brother's place. The brother stored bags of fertilizer all around the car, so when the original owner finally picked up the Hawk planning to restore it, it was rusted beyond repair.

The son told me he had sold the car a while back but the buyer pulled the bumper off trying to winch it onto a trailer, and then the frame broke in two and the buyer gave up. So the son (father by now deceased) cut up the Hawk with a torch and sent most of it off for scrap. I got the engine/trans assembly, radiator, fan shroud, about the first three feet of the frame, a rusty hood, bunch of side trim, headliner bows, four wheels (maybe a couple usable) and the two fins.

Motor turns over. Have no idea what the car's VIN was, but its color (according to the son's description and examination of the wheels) was ceramic green and white.

The engine number is K1171, so it is a relatively early model.

The son thinks the motor might have a hotter-than-stock cam in it, but he's not sure. The trans has what's left of a floor shift conversion hooked up to it.

Don't know if you want to skim through a bunch of purchase orders to figure out what the VIN of this Hawk was, but if you find out, I'd like to know.

BTW, the original owner's last name should be Young.

**(NOTE Using the Production Orders CD, it was easy to find the serial number of the car that engine K1171 was in originally. The Serial # was 6031116, Body # 1561)**

## **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.**

456 Zankich Nevada City CA	SN 6032133
457 Merrill & Karen Nissen Kansas City MO	SN 6032921
458 Stephen G Metcalf City: Odin IL	SN 6030796
459 Steve Doerschlag Eaton CO	SN 6032651
460 Chris Leduchowski Winnipeg Manitoba	SN 6031261
461 Yngvar Stenersen Norway	SN 6030948
462 Donald D Kopp Chipley FL	SN 6031005
463 Jerry Barber Greenville SC	SN 6030849
464 Kevin Kline Columbia City IN	SN 6800423
465 Bruce T Lee Carmel IN	SN 6032793
466 Patrick A McLaughlin St Louis MO	SN 6800459

**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.**



## HEMMINGS CLASSIC CAR

### 1956 Golden Hawk featured

On May 24, 2006, I received a call from Jim Donnelly (not sure of the last name) from *Hemmings Classic Car* magazine. He was in kind of a rush to meet a next day deadline, so the conversation was kind of fast paced, and I'm not exactly sure of all the things we said.

I believe he was doing a feature on a 1956 Golden Hawk, and I know he mentioned Pat and Karen Doherty of Boise ID. He asked me several questions about the model, and I tried to direct him to our web site. For some reason, he was unable to access the site. He did say he would include our group, and the web site, in the article.

I told him about parts availability and indicated that *Classic Enterprises* had many patch panels to help with any restoration project. I also explained that there are many vendors who supply parts and services, and that they can be reached through our sister site at *StudebakerVendors.com*. He was able to access this site, and said it was a good idea for owners and vendors to have this option available.

He asked which part was the hardest one to find. I just guessed that one of the harder parts, assuming he meant NOS body parts, would be the tail light housings. Everything went down so fast, and he was in an obvious hurry, so I'm not sure how all this will play out in the article, or when it will appear.

Since his deadline was so near, I'm going to assume that his story would appear in the next month or two. Hopefully there won't be any errors, and we will all be able to enjoy a nice article about our favorite car.

Regardless, it is good that a magazine of this caliber is still interested in writing about Studebakers, especially the 1956 Golden Hawk. I don't subscribe to this magazine, but I've seen several, and they are very well done.

## SPECIAL "56J ONLY" ITEMS

**56JONLY 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 *56JONLY 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.

**For sale:** 1956 Studebaker Golden Hawk, all original complete car, ran when parked. Everything is there and the car is ready to restore \$5,950 Contact: Lynn at 530-265-3644 or [lynn\\_zankich@yahoo.com](mailto:lynn_zankich@yahoo.com), CA (05-2006)



**For sale:** 1956 Studebaker Golden Hawk (SN 6800454), \$55,000. Richard Mazurek, 954-481-2715 Home, 954-551-0999 Cell. Pompano Bch FL. 350 engine - Mild cam. 700 R4 Trans. Ford 8.8

Rear with 373 Gears. Dual fan. 4 Core radiator. Gen II A.C. (Vintage Air) Ice Cold. New interior - Phantom Auto Work-Tenn. Tilt G.M. Column. Billet Steering wheel. Hanging brake pedal - Power firewall booster. Billet & chrome engine dressing. Front end conversion by Phantom Auto Works-Tenn. Omni power steering rack. Front wheel disk brakes. All new rubber seals - windshield, doors, etc. New tinted glass - front & side - rear not new, but like new. All exterior moulding - either N.O.S. or beautiful condition. New rear springs. 2-1/2" Dual exhaust - stainless steel mufflers. 17" Billet wheels. Drive train work by Lil Joe's Rod Shop - Margate FL. L.E.D. lights in engine compartment. Billet brake & gas pedal. Tri Bar head lights. L.E.D. Parking Lights & Tail Lights. A.M.-F.M. C.D - Nice sound system. Many other beautiful features. (01-2006)

**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](mailto:thespaguy@thespaguyinc.com) I do have pictures if desired. (09-2005)

**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)

**For sale:** Parts for sale. 1956 STUDEBAKER Golden Hawk - parts for sale - NOS Ultramatic transmission for '56 Golden Hawk \$950. Good used complete engine and standard trans. assembly for '56 Golden Hawk. \$1100.00. Good doors, fenders, etc. - in condition - Barry Hackney. Houston, TX, 77073, USA, phone; 281 787-6230, Email: bhackney@houston.rr.com 03/06

**For sale:** A/C unit, complete with rotary compressor and mounting bracket, same as the one Joe Hall has. \$400.00. Also, Packard V8 374" engine, complete. Bill Carlson 2801 Leavenworth St, San Francisco CA 94133, phone 415-407-8174. (05-2006)

**For sale:** TH400 transmission with the Jack Nordstrom adapter, rebuilt and modified, ready to go into a 1956 Golden Hawk. \$1200.00 plus freight from Sacramento CA. Bill Carlson 2801 Leavenworth St, San Francisco CA 94133, phone 415-407-8174. (02-2006)

**Wanted:** Parts for Ultramatic, 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:** NOS and used 56J parts. I can repair most tach sending units and I rebuild sending unit to tachometer cables. Brent Hagen, 6220 SE 55<sup>th</sup> 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)

**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:** 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)

**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](http://www.shrockbrothers.com/72nd_scale.html)



## 1956 GOLDEN HAWK SERVICES

Want dependable **air conditioning** for your 1955-56

V-8 Packard engine in whichever car it is in? You will need the third puller and bolt for the crankshaft to drive the compressor. Modern, dependable serviceable equipment starts with the Sanden compressor, 100-AMP alternator to keep your battery charged, and the electric cooling fan. **AC pulley and bolt \$300.00, Bracket Kit** for alternator & compressor including offset oil fill tube and all hardware, NAPA numbers for belts, etc. \$350.. Includes shipping and handling.. Jack Nordstrom, 3023 Pine Valley Dr., New Braunfels TX 78130, phone 800-775-7077. (04/2006)

**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)

**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)  
*(Prices subject to change)*

**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

**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.** Die-cast Metal, with a clear casting, and indented letters pre-painted from the rear. Bill Glass, 18 Lorenz Dr, Valhalla NY 10595. 9 1 4 - 7 6 1 - 5 7 8 8 o r 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, Tel 800-775-7077.



**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](mailto: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.

**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](mailto:Stude67@aol.com) See our web page at [www.studebakervendors.com/phil's.htm](http://www.studebakervendors.com/phil's.htm)

**HIGH PERFORMANCE Reproduction Parts & Accessories.** Lionel Stone Studebaker, 4476 Matilija Avenue, Sherman Oaks CA 91423, 818-990-8916 phone/fax. [www.studebakervendors.com/lstone.htm](http://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](mailto: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](http://www.bondobilly.com/store.html)

**NEW & USED** Studebaker & Packard parts. Mechanical, electrical, & trim, engine, transmission. Stephen Allen's Auto, PO Box 559 Newberry, FL 32669 352-472-9369. [www.mystudebaker.com](http://www.mystudebaker.com)

**STAINLESS STEEL EXHAUSTS** available for 1956 Golden Hawks, standard size or 2-1/4" diameter. Stainless Steel OEM style mufflers for above systems, quiet or loud tone also available. Silvertone Exhaust Systems, 118 Culloden Rd., Ingersoll Ontario Canada N5C 3R1, D. Simmons 519-485-1966, Mon. - Fri. 9 a.m. - 8 p.m. EST. [www.studebakervendors.com/silverto.htm](http://www.studebakervendors.com/silverto.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](http://www.studebakervendors.com/phantom.htm)

## 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)



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**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



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- 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

- **JACK NORDSTROM** HAS DEVELOPED A BRACKET KIT AND A/C PULLEY TO ADD AIR CONDITIONING.
- **MIKE FLEEK** HAS HELPED SET UP A 56J DINNER FOR US AT THE SDC MEET IN OMAHA.
- **CRAIG PARSLow** OFFERS AN EXPLANATION ON THE MYSTERIOUS COWL TAG.
- **RICHARD QUINN** HAS UNLOCKED THE SECRET OF THE MYSTERIOUS COWL TAG.
- **LARRY MICHAEL** SENDS IN A PHOTO OF THE COWL TAG ON HIS CAR WITH THE POWER SEAT..
- **FRONT END WEIGHT DISTRIBUTION** ON THE 1956 GOLDEN HAWK IS UP TO 2006 STANDARDS.
- **BRENT HAGEN** SENDS A PROGRESS REPORT ON HIS BRAKE PROJECT..
- **RICHARD ATKINSON** SENDS AN UPDATE ON HIS RESTORATION PROJECT.
- **CURTIS FRENCH** REPORTS ON A DERELICT 1956 GOLDEN HAWK THAT MET ITS MAKER.
- **HEMMINGS CLASSIC CAR** TO DO A FEATURE ON THE 1956 GOLDEN HAWK OF PAT DOHERTY.



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**FRANK AMBROGIO**  
**31654 WEKIVA RIVER RD**  
**SORRENTO FL 32776-9233**  
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