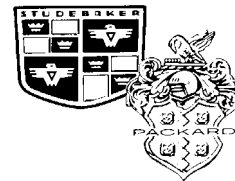




# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

NUMBER 056

ESTABLISHED JANUARY 1, 1989

FEBRUARY 2007

## Fire Destroys Richard Atkinson's Car

*From Richard Atkinson*

At 7:15 this morning, October 29, 2006, the owner of the workshop, Bristol Classic & Sports Cars, that has been assisting with the restoration of my car, rang to say that the workshop had been blown up over the weekend. Yes, your eyes are not deceiving you.. nor was my hearing when Paul told me this morning.

As in the States, many small businesses share common grounds and are sometimes attached to other businesses via building layout. This was the case with Paul and his business. In this instance, a firework import and distribution business was attached next door. It blew up this past weekend. In blowing up, it has destroyed a number of businesses as well as many dreams.

I find it incredible that the firework business that has been responsible for all this destruction and torment have set up business somewhere else.. without even batting an eyelid. Not only have they ruined other people's personal property, they have ruined a number of separate businesses. Though I am not a lawyer, to say that it is criminal.. is an understatement in my very humble view.

As some might know.. I have made several trips to the States to collect numerous parts for my car.. all lost in the fire. The car.. well, what is left of it is beyond repair. I have attached a photo that I took on my cell phone this morning.. looks like the place could double up as a scene for Iraq!

I have been interviewed by the local television for tonight's news item.

Now it's a case of getting the insurance claims under way. Apart from my car, there were numerous highly restored classic Jaguars that had undergone a complete ground up restoration.. the claim is going to be.. well, huge I would think. And, as the vultures start circling



already, three separate loss adjusters had already tipped up on site by 10:30 this morning!

Naturally, I am biased.. but I hope that the report on tonight's news shames the firework business as it justly deserves to be!

I have already spoken with Frank to let him know that there is unfortunately, now just one less Hawk left in the world... ugh!

I am just beginning to get to grips with what needs to happen next, IE, a very large insurance claim via the workshop. Needless to write the 56J yahoo chat forum has been full of differing advice and support.

I have attached the following, which is a very quick and unfortunately self-explanatory note...

### Below is one account of what took place:

The owner of a classic car restoration business destroyed by a fire at a nearby fireworks factory says a unique vehicle has gone. The 1956 Studebaker Golden Hawk was destroyed in the blaze at Firemagic, near Clevedon, on Friday.



Three people were taken to hospital after the fire. Keith Birch, director of Bristol Classic and Sports Cars, said: "We've destroyed people's trust - through no fault of our own." He added: "My main concern is that five people depend on this place for a living."

The aftermath of the blaze: Three people were taken to hospital. Several Mark 2 Jaguars, a Daimler V8 and a Jaguar XK150 were also lost in the fire. Two containers of fireworks exploded on Friday evening, with two nearby houses also affected.

One eye-witness, Nick Stokes, told the BBC: "You could see the fire from the M5 as you come over the crest from Portishead. "There was a massive fireworks 'display' for about 40 minutes of constant bangs. We counted eight to ten police cars, four fire engines, an ambulance and various unmarked emergency vehicles."

The blaze is not being treated as suspicious.

### About Firemagic Fireworks

Firemagic specializes in firing large displays from any location, including awkward sites such as cranes, buildings, and pontoons etc. Using our firing system we are able to choreograph large-scale displays over a massive distance (20 separate firing locations over 2 Miles). We cater for all sizes of shows from small weddings through to private parties, corporate events, as well as festivals and traditional bonfire night shows.

## Reproduction Headlight & Wiper Switches

*From StudebakerParts.com*

I spoke with Chuck Collins, of StudebakerParts.com, while I was in Omaha at the Studebaker Drivers Club International Meet. Chuck has been offering tail light lenses and wheel well mouldings for our cars for several years.

More recently, Chuck has begun reproducing both the headlight and wiper switches. I saw these switches at his swap table, and they look just like the original. These appear to be fine quality reproductions and at a price that seems reasonable. He also has the little chrome nuts that hold the switches to the dashboard.

The price for each switch is \$40.00. The headlight switch is part number 1540135, and the wiper switch is part number 1540137.

Chuck also offers new, replacement stock wiper blades and arms. The 12" units that are on our cars sell for \$19.00 each. The part number for the this item is BDY412. Shipping is 10% of your order or a \$6.00 minimum. (All prices subject to change.)

### For more information or to order a catalog:

StudebakerParts.com      2410 W Freeway Lane  
Phoenix AZ 85021-4135  
Phone 602-995-5311      Fax 602-995-2146  
Email [Chuck@StudebakerParts.com](mailto:Chuck@StudebakerParts.com)

## The Archives of Advertising

*Additional information from Bill McBride*



Thanks for the good words about our CD. The price, as folks will learn when they visit the website, is \$19.95 plus shipping & handling.

The close-up views are the ones to print from; they are the highest resolution versions of the scans. Clicking ZOOM IN twice from the thumbnail display gets the close-up. Thanks again for the plug.

We do these as a way to help preserve the content of the paper versions that are vanishing daily into recycling centers.

Bill McBride      The Jumping Frog  
McBride/Publisher      The Archives of Advertising

## Studebakers in Omaha



Congratulations and thanks to Tom Clarke and Don Brewer for bringing their 1956 Golden Hawks to the meet in Omaha. As of Wednesday, these were the only two cars I saw. I left Thursday morning, so it's possible that more showed up.

It's always nice when someone goes to all the trouble to show his car and represent our group.

## Harmonic Balancer

*From Brent Hagen*



I recently pulled this harmonic balance off my 56J with the dual carb set-up. It is different than the harmonic balance that came on our 56Js and Packards. The stock harmonic balance weighs about 10 or 11 pounds. The one I removed from my 56J weighs about 6 lbs. I can see that it would be advantageous for a performance engine to have less mass to spin up to speed on a rapid start, but what is this harmonic out of?

I even looked in a Nash parts book and the harmonic balance used on the Nash 320's and 352's appears to be the same as 56J's and Packards. The casting #'s are the same on both harmonic balances. The part # 440715 is cast into both, as is "SCCC 12664-7. Could it be someone recast a batch of them for racing applications? I would appreciate it if someone can give me an answer to a perplexing question.



**Note, the harmonic balancer in white primer is out of a 56J engine. The unpainted harmonic balance is the harmonic balance that just came out of my 56J with dual 4's, 3spd and overdrive car. The 56J red-orange paint has been stripped off.**

### An Answer From Joe Hall

Brent, that is simply one of the originals that has lost its collar, which is pressed on, and rides in rubber. Those collars are notorious for "walking" off the rubber. If undiscovered, the collar will grind thru the timing cover in short order (Don't ask me how I know.) I now install two set-screws (180 degrees apart) behind the collar. That way, if it begins to walk, it will only bump up against the setscrews.

**NOTE: Joe had written about this problem In Issue 30 page 8, and Issue 35 page 3. If you have the CD with the newsletters, just search for "vibration", and you'll find those references.**

## Dinner in South Bend

*Looks like we will be able to meet again*

At the SDC meet in South Bend-2002, Jim & Jan Bella put us in touch with Brenda Markin of the State Café. She did a fantastic job in providing food and a venue for our annual dinner. I contacted Brenda immediately after my return from the meet in Omaha, to ask about doing the same thing at the meet in 2007. Here is her reply:

- - - - -

*Sure I remember your group and the very lovely letter you sent me after! I am happy to tell you that we have a brand new location and it is much nicer than the other one. Only around the corner from the downtown location. I look forward to putting this together for you again. Talk you to soon.*

*Brenda C. Markin*

- - - - -

## AC-2799 Spoke Type Wheelcover Dress Up Kit

*Stu Tritt Offers a neat package*



I was speaking with owner George Rink at his swap table during the Studebaker Drivers Club International Meet in Omaha NE, last September.

The conversation drifted to wheelcovers and the difficulty in painting the Spoke Type cover. The crest in the center, is very difficult to get done correctly. The individual spokes are equally time consuming and require a lot of patience.

George mentioned that I could take a hubcap to a sign company and they could create adhesive vinyl inserts which could be peeled off and then affixed to the wheelcover. This appeared to be a much better option for me, and I planned to pursue this matter further, once I returned home.

Once home, and before I could get started on this project, I ran across the very item on Ebay. Stuart Tritt, owner of The Right Impression, had the complete kit listed at a Buy-It-Now price of \$30.00. This seemed like a fair price to me, so I bought it. The transaction was quick, thanks to PayPal, and in no time, the kit was delivered to my mailbox.

As seems to be the norm these days, it took me a while to start on the project. In fact, it was New Year's day when I decided to make the attempt. I removed the wheelcovers, washed them, and after they had a chance to dry, brought them to my work area - the dining room table. I put a cover over the table for protection, with my wife's blessing, got comfortable on the chair, and began the arduous task of semi restoration.

I decided to start with the white sections of the crest to assess the degree of difficulty and determine if my ability was equal to the task. No problem. The decals went on easily, and positioning them wasn't too difficult. The red portions, around the crowns, and the black areas around the birds were a little more challenging. Still, I was very pleased with the result. The vinyl was easy to work with, and allowed me to correct my errors.

The individual spokes took more time and diligence. It probably took close to one minute to get it positioned where it looked pretty good. There are 32 such spokes on each wheelcover, so I could see I might be working by artificial light by the time I finished. In fact, my goal was now to simply finish one wheelcover, and attempt the others at another time.

However, a strange thing happened. I became a little more proficient with each decal application. By the time I finished the first wheelcover, I was able to place a spoke in less than half a minute. When wheelcover #1 was

complete, I was so pleased with the result that I decided to do "one more."

Doing wheelcover #2 took less time than the first and looked even better. I was on a roll, so I decided at this point that I could probably do all four. As I worked my way around the individual spokes on wheelcover #3, I found that I could do one spoke, including peeling and sticking, in less than 15 seconds. I was really in the groove, and suddenly, I was on the last one. Wheelcover #4 was a snap, and was the best one yet. The "after" of each wheelcover was a vast improvement over the "before." I was thoroughly pleased with the result, and just stood there admiring the end product. They were almost too nice to put back on the car.

There were enough extras in the kit to do most of another wheelcover. My fingers were a little sore by the time I finished, but it was surely a small price to pay for such an improvement. I tried to take pictures of the wheelcover, before I started, and after I finished, but they (the photos) simply did not turn out well.

I wrote to Stu and asked him what price he would accept if he sold them directly to us, outside of Ebay. He offered to sell them at \$27.50, including shipping and handling.

This procedure will only correct the painted areas of the wheelcover, but will not, of course, repair any flaws in the wheelcover itself. If you are looking for a perfect set of the spoke type wheelcovers, you should consider the reproduction offering from Richard Quinn. I have seen the reproduction set, and it is absolutely flawless. Both options are listed in the want ad section of this issue.

## Mail Bonding

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



**Doug Jackman**

**September 30, 2006**

Please double-check to make sure I'm on the email roster to receive the newsletter via the Internet. It's great getting the issues in color.

The latest edition of "56J Only" is really super. It's interesting how far and detailed the dual four barrel issue has progressed since Pam and I showed our car at Madison in 2000. My setup came from a donor car I purchased in Buda, Illinois, from the original owner who had it installed when he bought the car in Princeton, Illinois, in the fall of 1955. All the Caribbean dual-four parts naturally had part numbers and were listed in the 55th and 56th Series Packard Parts Books, but of course they weren't Studebaker part numbers. The Parts Books would obviously have been available to the parts department of any Studebaker-Packard dealership, thereby facilitating ordering for a customer so interested.

I'd love to know what the factory planned on using for air cleaners --- like you, I used 56 Corvette air cleaners which would have been available from GM dealers.

Of all the cars I've owned, none has been so fascinating on so many facets as the 56J-K7. Thanks again for your efforts, and best regards to you and Anita.

**Brent Hagen**

**September 30, 2006**

I just read your latest 56J Only newsletter. Pat Doherty's 56J is also in the latest Hemmings Motor Calendar. Also, I just noticed a 56J popped up in the Unofficial Studebaker website. It sounds to me like Darryl Norenbergs car. Have you heard from him recently? I have been out of town with my job, up in the Olympic Peninsula area.

I have heard of three more 56J's up here I had not know about previously. Hopefully I can track some of them down. Had a nice visit with Stanley Krohn in Seattle tonight. He has a great story to tell about his 56J. It was bought new by his aunt in Colorado Springs. His uncle would race it up Pike's Peak and it would pass everything in sight! When his uncle died and his aunt wanted to sell it, Stanley and his brother flew down and drove the car back to Seattle.

Monday I travel to Port Angeles and plan to visit with Dan Cyr.

Thanks for forwarding Doug's email. I had also noticed that the letter specified the 1955 Rochester Carbs. Makes sense as the displacement for both 1955 Packard Caribbean's and 56J's is 352. Other than the carbs, the two Packard set-ups for 1955 and 1956 are virtually identical-throttle linkage, fuel line set up, choke set up, etc. The difference in the carburetors is the bore size, those in the 1956 Packard Rochester's, 7009600 and 7009601 are larger than the 1955 Rochesters used in the Caribbeans. Jetting is also different. Personally, I would sacrifice the 3 point originality deduction for the "eye appealing" factor the dual 4 set-up affords any day!!!

Oh, one more thing I recently discovered on Ariel's engine. The other day I decided to pull the harmonic balance in order to check out the front components of my engine with the dual 4's. To my surprise the harmonic balance is totally different than any other I have ever seen. It is shaped different and is much lighter than a stock unit. I wonder if it is off a Nash or what??? I can see why they would use it on a car for racing as it is quite a bit lighter weight.

Oh, did I mention I had a good visit with Dan and Irene Cyr. Dan has his 56J up on a hoist in his large shop, but he has so many projects including all these semi-trucks, a bus, his wife's Nash Metro, a couple of Model A's, etc. Not sure if/when he will get around to working on his 56J. But it is under cover, thank goodness, as it rains a lot up

in Port Angeles!! Dan and Irene live in a nice log cabin that is heated by hot water that is heated by a wood-fired boiler outside! Dan recently purchased a Smart car, and I got to have a ride in it.

There is a fellow up in Seattle looking for a 56J, too. It's so sad, I know of so many of them around here, but the guys who own them don't want to part with them (or join our group).

**(Jan 18, 2007)** I just received a recast 56J steering wheel back from the Shrock Bros. The quality is excellent, both the color and casting are right on. They did a great job of crimping on the stainless hand grip wires. This was one of the problems I encountered with my other 56J wheel I had recast by the other fellow you told me about in PA. His rings were epoxied in place and came apart after they arrived in the mail. The Shrocks detail is super, they even have the 56J part number in the casting like the original. About the only thing they don't have is the wheel size, "17" on the back of one spoke like the original. Their price has gone up and is currently 695 + a core. I sent them several cores so they have a good supply of them now. Even with their price increase, I feel you are getting exceptional quality for a fair price.

## 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.*

476 Thomas Ryan SN 6800017  
Broadbent OR Pr Owner Darryl Norenberg

497 Hans Granholm SN 6800485  
Umeå Sweden Pr Owner Everett Nauha

### **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.*

## Administrative "Assistance"

*From Frank Ambrogio*

**NOTE:** This section will be used for special notes and recurring 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.

Anyone with an Email address on file with me, will automatically received the newsletter electronically. Please let me know if you prefer to receive it via regular mail. The mangling, ripping, and coffee spills are free.

## 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:** 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:** I have a couple of sets of new steel Ultramatic Transmission cooling lines for sale, \$75/set. Special purchase, NOS 56J brass 160 degree thermostats, Autostat by Robert Shaw, \$6ea-add \$2 shipping. I have many other nos and good used 56J parts including a few nos ash trays. Please inquire. Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com (09/2006)

**For sale:** Just found a stash of 1998 manufacture NOS Packard V8 hydraulic valve lifters. These were made by Johnson, a major OEM supplier, before they went out of business. To get enough for my use, I had to buy two cases, 234 units. Will sell them to my '56J friends for \$9.00 each. For comparison, most major Packard suppliers are asking \$14-16 each. Send cashier's check, money order or PayPal to Jack Vines, 3227 E. 28th

Avenue, Spokane, WA 99223 PackardV8@comcast.net  
Packard V8 Limited. 509-535-8610. (06-2006)

**For sale:** Parts for sale. 1956 STUDEBAKER Golden Hawk - parts for sale - Good doors, fenders, etc. - in good condition - Barry Hackney. Houston, TX, 77073, USA, phone; 281 787-6230, Email: bhackney@houston.rr.com 03/06

**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)

**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:** "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 jimjim8@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)

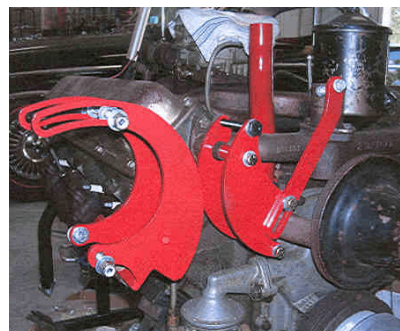
[www.shrockbrothers.com/72nd\\_scale.html](http://www.shrockbrothers.com/72nd_scale.html)

## 1956 Golden Hawk Services



**Adhesive Vinyl Inserts**, for all 1956-1961 Studebakers with full wheel cover (AC 2799). Enough vinyl inserts to apply to 4 hubcaps, with spare inserts. Directions are included

\$27.50, includes shipping in the continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone/Fax:(308) 235-3386 rimpres@earthlink.net (11-2006)



**Do You 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. ALSO



**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.

**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



**Reproduction trunk escutcheon** for 1956 C-K cars, \$75.00. Myer's Studebaker Parts 130 Main St, PO Box 276, Duncan Falls OH 43734. Phone 740-674-4897, FAX 740-674-7170, Email spookys@1st.net or Visit our web site at www.myersstudebaker.com (03/2004)

**Ultra400 Automatic Transmission Conversion**

for your 1956 Golden Hawk. Enjoy the difference and confidence. No puking overflow. More power to the wheels. For more information contact: Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132, 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

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

## ***In this Issue***

- **RICHARD ATKINSON** FILES A REPORT ON THE FIRE THAT DESTROYED HIS 1956 GOLDEN HAWK.
- **STUDEBAKERPARTS.COM** IS REPRODUCING HEADLIGHT AND WIPER SWITCHES.
- **DOUG JACKMAN** COMMENTS ON THE NEWSLETTER AND THE DUAL FOUR BARREL CARB SETUP.
- **BRENT HAGEN** WEIGHS IN WITH MORE CARBURETOR, HARMONIC BALANCER, AND STEERING WHEEL DATA .
- **STU TRITT** OFFERS A VINYL DECAL KIT TO HELP RESTORE THE PAINTED AREAS OF THE SPOKE TYPE WHEELCOVER.
- **BRENDA MARKIN** WILL BE SERVING UP OUR 56J DINNER IN SOUTH BEND, JUST AS SHE DID IN 2002.
- **DON BREWER AND TOM CLARKE** DISPLAYED THERE 1956 GOLDEN HAWKS IN OMAHA.
- **BILL MCBRIDE** OFFERS AN UPDATE ON THE STUDEBAKER ARCHIVES OF ADVERTISING CD.



**FRANK AMBROGIO  
31654 WEKIVA RIVER RD  
SORRENTO FL 32776-9233  
USA  
ADDRESS SERVICE REQUESTED**

PLACE  
STAMP  
HERE

**MAIL TO:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

