



56J ONLY



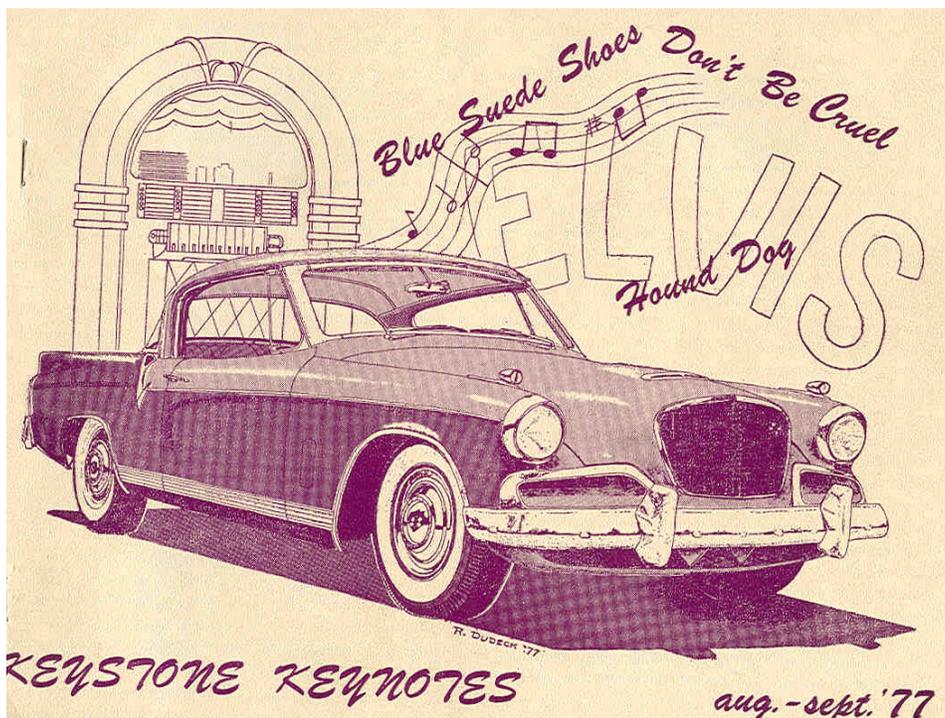
THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

NUMBER 059

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FEBRUARY 2008



I thought this image would look good on our newsletter as we head into our 20th year.
This rendering was done by Bob Dudeck, of the Keystone Region Chapter.

Turner Master Cylinder Kit (part 2) From Bill Glass

For future reference you can use a 1995 Mitsubishi Eclipse, with ABS, master cylinder with a remote filler on the Turner Dual MC bracket. The information is at:
<http://www.studebaker-info.org/tech/turnerbrakemasters.html>

By the way, I just put Turner's disc brake kit on my 56J and it took 3 hours and 20 min from start to finish.

Here is the information from the above link:

Bob's Resource Website (2007)
Studebaker Master Cylinder Replacements For Turner Bracket
(Printed with permission)

Note the bore sizes. A minimum of a 1.0" bore is required on all Stude cars, no matter what the brake configuration. A 1.0" bore will yield a 3-5" throw and good braking. A 1-1/8" bore will give a 2-4" throw and stiffer brakes.

Drum/Drum, Disk/drum and disk/disk systems ALL react differently, depending on the master cylinder and whether or not you use a booster. DO YOUR HOMEWORK on the hydraulics and have a safe trip.

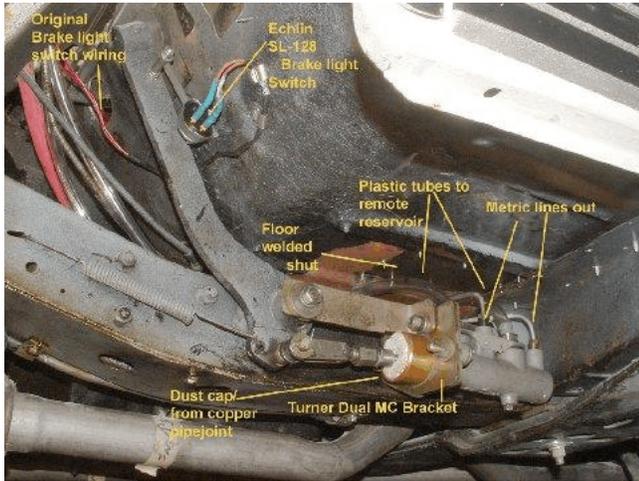
(Below is the one Bill Glass mentioned)
1995 Mitsubishi Eclipse - AWD w/ ABS - 1.0" bore - 2 bolt



NAPA TS 102819
Price: \$62.49 (Aug 2007)
Core: \$17.00
Attributes:
of Line Ports:2
Bore Size:1.00000
Line Thread Size:M10-1.0
M10-1.0

The fittings on this one are metric and require SAE/metric adapters and unions, readily available. Also a rebuilt unit

will not have the filler adapters. Acquire these from Ebay or a recycle yard. The HR shop units may not work in Japanese applications, although they look to be the same size.



This is the installation on Bob Johnstone's car
www.studebaker-info.org/64V2488/eclipse/eclipseMC.html

(Editor's Note: I found www.MitsubishiOEMparts.com. They list: Master cylinder reservoir, eclipse, w/abs 95-99 for \$28.10 Master cylinder, eclipse, w/abs 95-99 for \$95.60)

About Antifreeze

By Jay P Ross

(Note: Jay P. Ross is the owner of Applied Chemical Specialties. One of the products he manufactures is called No-Rosion, which can be added to a car's cooling system to help prevent corrosion. With the use of No-Rosion, he claims the antifreeze can be left in the car for 5 years.)

There have been a couple of significant changes that have taken place within the world of automotive coolant technology. In this letter, I will provide you with a brief overview of said changes, and some information that will hopefully be helpful moving forward.

Many of you have expressed recent concern and confusion about which type of antifreeze is best to use in your cars. Take comfort - YOU ARE NOT ALONE!

There are essentially three manufacturers that seem to have "conspired" to muddy the water. There's Honeywell, manufacturer of Prestone, that markets its "all makes, all models" OAT-inhibited (organic acid technology) antifreeze. And there's Valvoline, manufacturer of Zerex, that markets its HOAT-inhibited (hybrid organic acid technology) antifreeze through OEMs such as Ford. And lastly, there's DexCool, the original OAT-inhibited antifreeze, marketed largely through General Motors.

The amount of controversy currently surrounding these different manufacturers is unprecedented. Honeywell markets Prestone under the premise that it can be "safely" mixed with any/all other types, without compromise of corrosion protection. However, Valvoline claims that mixing OAT and HOAT compromises corrosion

protection, and has filed numerous suits against Honeywell with the NAD (National Advertising Council of Better Business Bureaus). Several of Valvoline's claims have been upheld by NAD, and forwarded to the FTC (Federal Trade Commission) for further investigation.

Here's the problem: For years, antifreeze manufacturers have relied on test standards established by the ASTM (American Society for Testing and Materials) for bench marking antifreeze performance. But now that so many different types of antifreezes exist, the ASTM has not yet established any tests for the MIXING of antifreeze technologies. Until a relative standard is created by a recognized source, such as ASTM, there will be no scientific foundation on which any arguments can rest. Without a standard, the debate will rage on, with "hype," "marketing," and "advertising" being the weapons of choice.

As Valvoline and Honeywell duke it out, GM and Dex-Cool continue to have their hands full with a barrage of class-action-lawsuits relative to the performance limitations of this product, and the various corrosion problems they can cause. For more info, go to Google and type "Dex-Cool coolant."

When Dex-Cool was originally launched back in 1995, I authored a widely-distributed technical article on the plethora of compatibility issues involved with this chemistry. I received threatening letters from attorneys at Havoline and GM, and decided to cease and desist - knowing they have deep legal pockets. I could write volumes on the chemistry behind different coolant technologies, and the myriad issues. But I'm sure what interests you most is the bottom-line question: Which antifreeze should you use?!

Believe it or not, if you cut through the "hype" and "noise," it's really very simple. If your car was manufactured before 1995, use a green antifreeze that contains silicates. Do NOT use OAT, HOAT, or DexCool. The brand I recommend that is widely available in most parts stores is SIERRA. It's a propylene glycol blend that contains silicates, and will perform very well in older and antique vehicles - especially when used in conjunction with our No-Rosion cooling system corrosion inhibitor.

If your car was manufactured after 1995, and came with a non-green, organic type antifreeze as factory fill, don't be tempted to change from one type of antifreeze to another. Follow the OEM's advice as specified in your owner's manual. Changing from one type to another could cause serious compatibility issues that will compromise the long-term corrosion protection of your vehicle's cooling system. And, again, for an extra margin of safety, use No-Rosion.

Or, if you prefer to avoid the Issue altogether, you can do what many of our customers in warmer climates have been doing for years - use straight water coolant with No-Rosion for 100% corrosion protection. This comes

with the added benefit of cooler operating temperatures, as straight water conducts heat far more efficiently than any glycol-based antifreeze. You'll have the best of all worlds - without having to worry about the ongoing "antifreeze wars." Just remember, No-Rosion does not provide freeze protection.

Give me a call on my cell phone at (847) 477-9262 with any questions, or email: Norosion@aol.com. Or, you can visit online at: www.No-Rosion.com.

How Many Are Left? *An update on the number of cars remaining From Frank Ambrogio*

Probably two of the most often asked questions I get are:

- Does it have a supercharger?
- How many are left?

Of course, we all know that Studebaker didn't put a supercharger on the Packard V8 installed in our cars. We also know that they didn't install any 374 CID engines in them either. While we're at it, they also didn't install a Jet Streak dual four barrel carburetor version in any of our cars. Stories surface, from time to time, contradicting the above statements, but NO ONE has ever been able to provide positive proof.

The answer to the second question will probably remain a mystery until the only two cars remaining on the planet, are the ones I currently own. 2008 marks the beginning of our 20th year, and when the year ends, we will again discover several cars that were never reported to me previously. Therefore, it is impossible to determine how many are still out there.

However, I can tell you how many cars have been reported to me over the past 18 years. I may try to make this a regular feature, space permitting. Currently, there are 253 Owners on our register. The totals below do not include new owners listed in this issue.

Here is what my records show:

ACTIVE:

302 Golden Hawks on current register.

Some owners gave the condition code:

- 12 identified as being in #1 condition (excellent)
- 36 identified as being in #2 condition (fine)
- 53 identified as being in #3 condition (very good)
- 43 identified as being in #4 condition (good)
- 34 identified as being in #5 condition (restorable)
- 08 identified as being in #6 condition (parts car)

Condition was not listed on the remainder.

UNKNOWN

237 Golden Hawks reported, but unaccounted for.

GONE

029 Golden Hawks reported as scrapped.

As you can see, by the second category, identifying the total remaining is quite difficult. This group includes former owners who failed to respond to my query, asking them if they still owned their car. I request this response from those I haven't heard from in the past four years. Prior to printing this issue, I had to drop 22 owners from the active list for failing to respond. Those cars are now counted in this "unknown" group.

This group also includes serial numbers that others have reported, but the owners never verified the cars' existence. Brent Hagen has probably reported as many as 20 cars, whose owners simply didn't bother to contact me. Many of these cars were sitting derelict in fields, garages, or parking lots. This total also includes cars I've seen, but either could not get a response from, or identify, the owner.

Some cars disappear from our active list only to reappear a decade or so later. A case that may fall into this category is the Ross Ball car. Ross gave me the new owner's name and address, but I haven't heard from him as yet. Therefore, Ross's car, which I know exists, now is listed in that "unknown" category.

Whether the car is listed in the "active" or "unknown" category isn't that important. The main thing is that we know it may exist. You can draw your own conclusions from the totals shown above. Through the years, we've discovered over 500 Golden Hawks. How many still exist is anyone's guess.

In a perfect world, every owner would report his car's serial number to me, and buyers and sellers would let me know when a transaction occurred. Unfortunately, we don't operate in that world, so we have to make the best of what we have. What I've reported here, is the best I can do.

NAME BADGES

For 1956 Golden Hawk Owners



Thanks to Bill Glass, I have 56SGHOR logos with different car colors. With these, I can make name badges, like the one shown at the left. Each badge will include our logo with the car in the color of your choice, our Register's name, your name, city and state.

These are 4" X 3" in size and will come with a soft vinyl, top loading, pouch with a metal clip on the back. These are the same type as used at the SDC International Meet in South Bend last year. I thought it would be nice if we wore our own 1956 GH badges at future SDC meets to show our affiliation.

Price is \$3.00 for one badge, and \$1.00 for each additional badge. That covers the cost of the badge, bubble mailer and \$1.30 postage.

Special Deal: If you kept your name badge from South Bend, just send a small SASE, and let me know the color(s) you want on the car, old or new paint scheme, and how many you need. I'll send you the insert(s) free.

Oil Pumps Revisited

A refresher on the Packard Oil Pumps

I discussed this at length in issue 001, but since it has been 19 years, I thought I'd just touch on it again.

- There were two Packard oil pumps, one with the vacuum pump (PN 440729), and one without the vacuum pump (PN 6480508).
- Part number 440729 was for all Packard V-8s except the 352" engine of 1956. This was used on ALL 1955 Packard models (320 & 352 cubic inch engines), and 1956 Packard Patrician, Four Hundred, and Caribbean models (374 cubic inch engine).
- Part number 6480508 was for the Packard 352" engine of 1956, This includes our 1956 Golden Hawks, the 1956 Packard Clipper, and the Packard Executive models.
- The only difference in the two pumps is the vacuum pump and drive gear, or lack thereof, on the bottom.

My Packard parts book does not show the 6480508 pump, but it was printed in November 1955. My Hollander Parts Interchange book does, however, show the distinction between the two pumps, and on what engines they were used.

The Packard oil pump has caused a lot of problems for so many 1956 Golden Hawk owners through the years. I waged my own battle with noisy lifters for about 5 years. *I'm sure this won't be the end of the oil pump discussion, so look for a future update in, oh let me see, another nineteen years.*

Mail Bonding

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



Richard Atkinson **September 29, 2007**

I note that there continues to be a whole lot of stuff (and cars) that are listed in the 'want' ads as being for sale. However, I know for a fact that some of these ads have been sold out some time ago. This goes for both parts and cars. I know your policy, which I think is very fair of you. However, it seems to me that once a vendor has sold off his parts/cars, there is little motivation to get back to you and let you know of their updated situation. This can cause an inordinate amount of frustration when trying to source a car or parts.. not least when dialing internationally!!!

So, now for the suggestion... why not adopt a policy that all parts and cars are listed for a 12 month period and then are automatically deleted from the wants ads listing.. unless, of course, the vendor gets back in contact with you and informs you that their items are still for sale, in which case you know that they continue to be listed as genuine for sale items.

My guess, is that close 50% of all items listed in the want ads have been sold off and therefore are wasting everyone's time. Anyway, thought you might like to consider this.

James (Jim) Green **December 28, 2007**

In 1956 I was six years old. The excitement at my house that summer was that we were going to buy a new car. My dad even asked us kids what we would like to get. Typical family sedans were like boxes on wheels in those days; they pretty much all looked the same to me, but my interest in cars was piqued. That weekend I was playing on an adjacent street when out of the corner of my eye I caught the gleam of some very shiny metal. Parked in the driveway was the most beautiful car I had ever seen. Slung low to the ground, two-tone paint, sleek rear fins; this was no box on wheels, this was a rocket ship. I was a real shy kid, but somehow I got up the nerve to ask the kids in the yard (who I did not know) what kind of car it was. One of them ran inside to get the answer. Coming out on the porch with a look of authority, he announced that this was his uncle's Studebaker Hawk and it was brand new.

I ran home that afternoon to tell my dad about the car he had to buy. When I told him about this most beautiful of all cars, the car in a class by itself, I was shocked to here him say that he couldn't buy a Studebaker because he was afraid he wouldn't be able to get parts for it. My dad ended up buying a 1956 Buick Special (his first new car) and that car was always special to him.

So I forgot about my Studebaker Golden Hawk until one day in 1967. We had just moved from the west coast to upstate New York. I had my driver's license, but no wheels and no job. One day after school I hopped off the bus to walk home and strolled on by a small car lot that had another amazing car. A 1957 Studebaker Golden Hawk (Gold w/white fins.) The car didn't run and was only \$200. I desparately tried to get a job and did so pretty quick, but by the time I had \$200.00 the car was gone. Funny how memory works, but I didn't remember the 56J in 1967 when I was looking at the 57; it was years later that both memories came flooding back.

Fifty years after first sighting my rocket ship, I began my search. Why did the 56J win out over the 57(it certainly wasn't the Ultramatic). This web site convinced me the 56J was the best bet based on the information and

support network it provides. Your efforts, Frank are bringing another 56J back to life. Thanks for all you do!

Leif Juliussen **November 8, 2007**

I enjoy reading about the 56J,s as well as reading and sometimes replying at the 56J forum on the e-mail. I procrastinated about picking up the last 2 newsletters, because my dial up service takes forever to load all the information. I forwarded it to my son-in-law and had him print the copies for me, just the other day.

I am writing you about the letter to Old Cars Weekly (see 56J ONLY issue 057.) The person said he was in the Air Force at a base in 1953-54. There is no way somebody could have had a Golden Hawk at that time, since it was not manufactured before 1956. A 50-51 model Oldsmobile was, as I understand, a "Hot" car in it's day. It may even have been modified, since at that time, I believe, you could get things like full race cams and triple carburetors.

A lot of people will relate to any good looking 53 Stude Coupe, as a Golden Hawk. I know, because my 53 Coupe is many times referred to as a GH by people who don't know any better. That is understandable. A lot of people don't even know what a Studebaker is. So, therefore it is most likely that the Olds beat the Stude, hands down. I don't have correct info, but the Stude had a 232 cubic inch V8 and the Olds had something close to 300 cubic inch V8.

Back in the early sixties, I had a 54 Stude Hardtop. I had a rebuilt 54-55 engine, parts from the junkyard, with about 265 cu. inches and a 4 barrel carburetor. I surprised a lot of later model cars in street races.

My 53 Coupe has a 350 Chevy and a 200 4R automatic transmission (that's with a 30% overdrive fourth gear). I hope to get good gas mileage with it. Of course, I could have bought a lot of gas for the money I spent on it. But it is fun to build your "Own" car. And, yes, I still have the 56 GH. Some day it will go back on the road again. It runs and drives fine, but needs interior done. Later from the misplaced Viking in Idaho.

Bill Ladroga **January 23, 2008**



I still enjoy reading the 56J Only newsletters even though our youngest son Tom gets to enjoy the Mocha and Doeskin 56J car up North! I really miss the car, but I simply don't have enough room for it in my life right now and that's why he has it.

Every summer we rent a lakeside cottage in Hardwick in central Massachusetts for at least four weeks. Last year our son drove the 56J to our rented cottage from

Woodstock, CT, where he lives so that I could drive it again. The old thrill came back! I drove the car into downtown Ware and stopped at a Friendly's ice cream and it drew a crowd! A pickup truck full of teenagers was all over it with oohs and aaahs. Like most of your readers, you can also imagine all the questions I had to answer.

It's still in great shape and running better than ever since a carburetor rebuild. And it still goes like skat! Tom keeps it in a heated garage during the winter months. Here's a shot of it while it was at the cottage.

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 information.

- | | |
|--|--|
| 514 Bill Christian
Sanford NC | SN 6030970
Prev Owner Leonard Hull |
| 515 Kevin-Sean Jackson
Smithfield UT | SN 6032732
Prev Owner Unknown |
| 516 Dirk Booyesen
Pretoria South Africa | SN 6031561
Prev Owner Rich Matrogran |
| 517 Glen Singleton
Keswick ON | SN 6032068
Prev Owner Unknown |
| (314)Peter Phillips
Sherman TX | (welcome back) SN 6030658
Prev Owner Victor Ratliff |
| 518 Jim Green
Wilmington NC | SN 6030196
Prev Owner Ed Montgomery |
| 519 Bill Hughes
Newtown PA | SN 6800237
Prev Owner Bob Dickhaus |
| 420 Ron Paap
Franklin WI | SN 6032198
Prev Owner Unknown |

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: 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 stains 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: 56 J Golden Hawk, airforce blue and snowcap white. 90 percent restored to original. Only modification is that seat belts have been added. Also have manuals and extra parts. Asking \$18,000 obo for more info Kevin and Debi Carr 407-963-2818 debicarr@wildblue.net (01/2008)

For sale: Many NOS and good used 56J parts. All parts inquiries welcome. Good prices on NORS tune-up parts including, caps, rotors, points, voltage regulators, temperature sending units, coils and mounting brackets, stop light switches, front and rear brake wheel cylinders, etc. Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com Phone 971-219-9687 (01/2008)

For sale: I have two 56J cars that are fairly complete and very restorable, I am selling them for 3500 dollars each. You can email me johnscianna@sbcglobal.net for more info (make specific requests) or I can be reached by phone at 559 445 1959. The cars are located in Fresno California. Thanks, John (09/2007)

Wanted: 1956 Golden Hawk, good to great condition. Gwin Stumbaugh, 3215 Cypress Way Santa Rosa, CA 95405 (707) 542-3636 Email: gwinbev@aol.com (09/2007)

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 (03/2006)

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: 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 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 or 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 For a brochure call 847-464-5119 or write to Roscoe Stelford 15N119 Reinking Rd Hampshire IL 60140 or stelfordsinc@aol.com www.weremoverust.com **Code RCS15** (12/2005)

Rebuilt Packard water pumps for sale \$95, plus \$10.00 for shipping, no core charge. ALSO: **Tachometer Sending Units:** I can repair most and I rebuild sending unit to tachometer cables. ALSO: **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 E-mail: 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)



Exhaust extension AC-2754 Originally available on 1956 Hawks and station wagons. Chrome finish. \$65.00 ea.
1-104 Oil Filter Decal \$6.00 ea.
1-083 Valve Cover Decal (need 2) \$6.00 ea.
1562457 Front brake drum, finned complete with hub, cups, & studs \$189.00. All items plus 10% S/H. Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, (Prices subject to change) www.studebaker-intl.com info@studebaker-intl.com (08-2004)



1956 Golden Hawk 1:72 scale model die-cast. Pick from any of the standard 1956 colors. \$70.00 + \$5.00 S/H. www.shrockbrothers.com/72nd_scale.html ALSO **Recast Steering Wheel PN 1540647**, white, 17", just like the original. \$695.00 + your core + \$25.00 S/H. www.shrockbrothers.com/steering_wheels.html Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (04/2004)



Electronic Ignition Modules for your 1956 Golden Hawk. Use the tachometer sending unit with the points system. John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, T e l 8 1 7 - 5 9 4 - 0 8 4 0 . www.studebakerfarm.com studefarm@yahoo.com. (03-2004)

Ultramatic Transmission Shift Indicator. Die-cast Metal, with a clear casting, and indented letters pre-painted from the rear. \$40.00 + S/H Bill Glass, 18 Lorenz Dr, Valhalla NY 10595. 914-761-5788 or BondoBill1@aol.com (02-2004)



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



AC-2799 reproduction Spoke Type hubcaps. \$500.00 per set plus shipping. Richard Quinn, 20026 Wolf Rd, Mokena IL 60448, 708-479-2658, FAX 708-479-8965, rtq11@aol.com (10/2002)



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: 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 (01/2000).

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 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

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- **BILL GLASS** HAS MORE INFORMATION ON INSTALLING THE TURNER DUAL MASTER CYLINDER KIT.
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- **BILL LADROGA** REMINISCES ABOUT HIS 1956 GOLDEN HAWK NOW OWNED BY HIS SON, TOM.
- **JIM GREEN** TALKS ABOUT HIS 50 YEAR LOVE AFFAIR WITH THE GOLDEN HAWK.
- **NAME BADGES** WITH OUR LOGO AND THE COLOR OF YOUR CAR ARE NEW AND AVAILABLE.



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