



56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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Carpet News

Does It Go On Top Or Under The Scuff (Sill) Plate

I received a message from Bill Glass regarding the placement of the carpet on our cars. He questioned whether the carpet was installed on top of the scuff plates, or tucked under them. My position has always been that the carpet went on top of the scuff plate, as stated in the Authenticity Guide. Let's take a look at how the story unfolded. Here's Bill's message:

"Just got back from York. Picked up our new correct door panels and new carpeting. I have an authenticity question, not that I really care as the car is for play not show.

According to everyone in the "group" the carpeting should lay on top of the aluminum door sills. Me, I have always had the carpet under them as it prevents the carpeting from lifting.

I went to the Phantom site for the instructions to install, and they say the carpet goes under the sill, which is against what everyone says. What is correct?"

The Shop Manual clearly explains the process: *"All floor carpets should be installed on top of the scuff plates."* Then it adds a statement which probably leads to the confusion: *"Remove scuff plate screws, install the carpet and install retaining screws."*

The key point, which could easily be missed, is that the screws go through the carpet, and then through the scuff plate. Otherwise, if the carpet is installed on top of the scuff plates, without the screws going through the carpet, why bother removing and replacing the screws?

When I purchased my first car, the carpet was rolled up in the trunk. The scuff plates were "toast." I don't remember if there were screws holding them down.

The second car was another story. Judging by the condition, and the smell, it surely was the original carpet. In fact, I cut out a piece many years ago, near the Climatizer, and sent it to Rene Harger at Phantom Auto. He used it as a sample for color and weave.

When I got this car in January 1987, I believe the carpet was on top of the scuff plates. I don't remember if there were any screws holding it or the scuff plates down. I replaced the scuff plates not long after I purchased the

car. The reproduction scuff plates did not have holes for the retaining screws. They also did not fit correctly on original rocker panels, so I simply glued the plates down instead of using any screws. I then laid the carpet on top of the scuff plates.

After receiving Bill's message, I took a closer look at the carpet edge. I could see some screw holes with a flattened area around each hole in the shape of a circle. This was probably a washer/grommet type retainer. Clearly, the carpet was held down with some retaining



From this angle, the screws or carpet edge can't be seen clearly.

screws. It appeared that two screws held the front carpet down, and three held the rear. I checked some of my old pictures from when I first bought the car, but the only one showing the scuff plate was of no help.

Rather than make an educated guess, I decided to check with Jim Morgan. Jim is the original owner of his car and has driven it over half a million miles. Here is what Jim had to say:

"Frank: My original carpet was bound on the edges and screwed down on the outside. It was not tucked under the sill plates."

I remember what a nuisance it was unscrewing three screws on the driver's side to check the brake fluid level. Both replacement carpet sets I have since purchased, (one from Sears and one from Phantom) were bound on the sides and not designed to be tucked under the sill plates.

Warm Regards," Jim Morgan

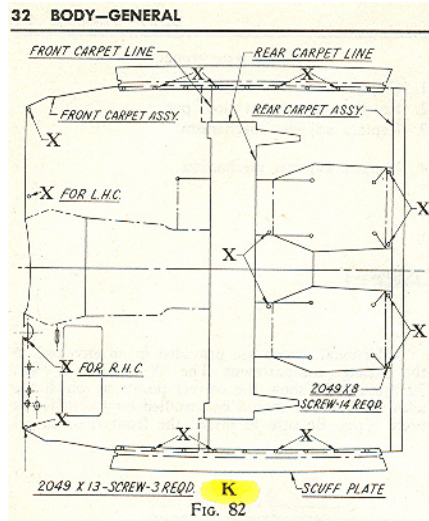
Jim also stated that the screws did go through the scuff plates. Since he bought the car new and knows its history, I'm going to stick with my original interpretation of the Shop Manual statements. The carpet, while screwed down, is installed on top of the scuff plates.

What About The Screws!

More knowledge leads to more questions

Regarding the carpet and scuff plates, the Shop Manual also states,

"Additional screws are provided in an envelope in the package compartment. The "X" marks in Figs. 79-83 show the correct points at which the additional screws should be installed on the different body types. Be sure to install the front floor carpet or mat under the steering post collar."



This is interesting. The Shop Manual shows four locations for the screws, while the Body Parts Catalog indicates five retaining screws are required, PN 2049x1 No. 6x1/2".

After contacting Bill Glass, I got the following from him:

"NOW I am going to further add to

the confusion. A set of NOS sill plates were on E-bay, and they had the holes pre-punched in them. There were only four based on the photos."

Bill further indicated that Ed Reynolds of *Studebaker International* has reproduced the sill plates, but without any holes. Ed posted the following on the Studebaker Forum:

Posted - 12/19/2007 : 3:53:06 PM "I could have had the holes punched as on the original sill plates but so many of the cars have rusted or oversized holes so I thought it would be better if buyers drilled their own holes where the floor is most solid." ER

I decided to write to Ed Reynolds at Studebaker International to see if he had an original sill plate, and if so, how many holes did it have. I received the following:

*"Hello Frank
We have a new old stock plate here with 5 holes.
Hope this helps."
Jim (Studebaker International)*

Personally, I Don't know why the carpet needs to be screwed down at all. Mine has stayed in place for twenty years without the screws.

Dashboard Safety Pad Cover

Any color is fine, as long as it's black

The famous line by Henry Ford, applies to the padded instrument board cover on our cars, as well as to the paint color on Henry's Model-T. I have seen several restored 1956 Golden Hawks with dash safety pad covers in a color other than black. Red and Rose Mist seem to be the most prevalent. I've done a bit of research on this, and have yet to find anything that supports the use of any color other than Black.

I've looked at every one of the 4073 production orders, and there is no mention of a color for the "crash pad". The Body Parts Catalog lists Charcoal Black as the only color for the dash Safety pad cover, PN 1315216X1 for our cars (56J.) It shows other colors for other years, but not for our car. My Body Parts Catalog is from April 1958. If the dash Safety Pad cover was available for the 1956 Golden Hawk in other colors, surely that fact would be noted in a catalog printed two years later.

Perhaps some people are confusing the Dash Safety Pad Cover with the Dash Liner. The Dash Liner is that cardboard type of material that is on the firewall, below the instrument board, above the carpeting. The Dash Liner was available in the following colors:

- 309315x11 Charcoal Black
- 309315x12 Dark Blue
- 309315x13 Dark Green
- 309315x14 Dark Rose Mist

(See Group 2313-30, and Group 2309-15 in the Body Parts Catalog)

As with the placement of the carpet discussed above, the Dash Safety Pad Cover information is also available in the Authenticity Guide. That Guide is available for purchase in hard cover, CD, and DVD formats. It is also available at no cost on our web site, www.1956GoldenHawk.com.

I'm always willing to change my mind. I just want three pieces of proof. In the end, it comes down to your preference, or what you want to believe. I guess if you don't like my answers, it's better not to ask the questions!

eBay + Email = Excellent

I received the following Email from Andrew Minney in Twickenham, England:

I have been researching the story of post war Studebaker coupes and have learned a lot from your site. Recently I bought off e-bay some pictures of 3 English registered 56 Hawks - a Golden Hawk, a Sky Hawk and a Flight Hawk. The Flight Hawk had what looks to be a 3-piece rear window. Was this a factory or custom accessory or were some actually fitted with a 3-piece rear window.

I informed Andrew that I didn't know anything about a 3-piece rear window on a Flight Hawk. I forwarded his message to Bob Palma, Richard Quinn, and Fred K. Fox to see if they had any knowledge on this matter. Richard indicated that this was not a Studebaker option for 1956. It was hard to tell from the photo, but it may have been a reflection or an aftermarket stick on application. Andrew then replied:



I seem to have started something! I have seen another picture of a (Dutch, I think) 56 Hawk with the same window treatment. The more I think about it the more I feel now it was some aftermarket stick on trim. Possibly for those who either preferred a three piece window. A mild custom job, if you will.

So, not much help on the Flight Hawk, however the 1956 Golden Hawk Andrew mentioned, caught my attention. I forwarded Andrew's message to Richard Atkinson, who also lives in England. I thought he would be interested in the Golden Hawk. His father owned a 1956 Golden Hawk back when they were relatively new. A day later, Richard sent this:

I fired off a brief email to Andrew, stating that my father had purchased a GH and quoted the number plate.

Within a few hours Andrew replied, saying that the photos he'd purchased on eBay were that of my father's car. How spooky is that!!

Andrew then asked for more info... to which I fired off a far lengthier email reply!



Andrew has offered to send/email copies of the photos that he'd bought. Needless to write, I emailed him a few scans of my father's car, which were taken in the 1960's as well as one of me as a child in my father's arms when we were leaning against the '57 Silver Hawk.

As much as the Internet empowers people to communicate across the globe, etc., it does seem a bit perverse reading about photos of my late father's car being bought off eBay. All I need now is to see me, or him in the photos, and that really would spook me! - Richard

56J-Hawkers come to the rescue

It's the team concept that makes it work

On April 16, 2008, I received an Email from Fernando Solivo who lives in Spain:

I've a problem with my 56J-K7. I need to find one transmission complete, or the Twin Ultramatic, or manual with the clutch included, or some correct transmission for my Studebaker golden hawk '56. Can you help me?

I will you agree to inform me about this; I'll Wait patiently for your answers and thank you for it all again. - Fernando Soliva (Spain)

I forwarded Fernando's message to everyone on my Email address list and received the following replies within days:

I e-mailed him that I have one maybe two, I will give him if he pays freight. - Dean McFarland

I would eliminate the automatic and buy a Packard manual transmission...Others might fit as well. You can add a HURST floor MOUNTED shift lever, so as not to need changes in the steering column. - Verne Holoubek

Hi Frank and thanks for trying to help us out. I'll see if I can give him a hand. - Claes Antonsson (Sweden)

I have an automatic transmission complete that came with my extra 356 cu. in. Packard motor. Don't know if it works, does not appear to be leaking fluids and came out of a car that was being used daily. Has been in my garage 10 years. If this can help, please contact me. - Mike Craig

Then on May 7, 2008, Bill Ladroga sent a message asking about a gas tank sending unit for the car now owned by his son Tom. Again I sent a message to everyone on my Email address list. No one had one, but several people had suggestions on correcting the problem. Hopefully, Tom got his problem worked out.

And finally, on May 9, 2008, I received a call from Morris Daniel.. He was looking for a bell housing for his car with the manual transmission. Following the successful procedure used previously, I sent out a message to everyone on my email list and the next day I received a note from Morris:

Frank, I heard from Terry and he is going to ship me one for the cost of shipping. That is fast!! It had been drilled out for another transmission but I can live with that. Terry has the other parts that I need as well. Thanks a lot for your help. I certainly will join the 56J Only Message forum. - Morris

It's nice to know that we have owners who are so willing to help. These are two more examples of what we can do as a group. Thanks to everyone who made an effort to help Fernando, Tom, and Morris. Fernando probably owns the only 1956 Golden Hawk in the country, so getting help from us is certainly a big plus.

Oil Pumps, Yet Again *The discussion continues*

In issue 059, I reported on the two oil pumps used on the Packard V8. I stated that my Packard parts manual from November 1955 only listed one oil pump, part # 440729. I further stated that my Hollander's Interchange book indicated that the 1956 Packard Executive and Clipper used the same pump, part # 6480509, as the 1956 Golden Hawk. A few days after that issue was mailed, I received the following from Roscoe Stelford:

Noticed the oil pump info in the latest 56J. My parts book was revised July 1 1956 and lists 440729 as the pump and vacuum pump assembly for all 1955-56 cars. Just started a rebuild on a 56 Executive and have rebuilt 56 Clippers with 352's all have the vacuum pump. The 6480508 is in the Studebaker parts book for 56J.

Did I tell you about my 56 Clipper at the drags on u-tube? Search 1956 Packard Clipper. - Roscoe

I'm not sure where Hollander's got its information, but it would seem that Roscoe would have first hand knowledge. Since he has rebuilt more than one Packard V8 in the 1956 Executive and Clipper, he would know. Does anyone else have information on what oil pump was used on the 1956 Packard Executive and/or Clipper models? I would think the key would be whether the car had electric or vacuum wipers.

I wrote to long time Packard owner Ken Stuckey of Orlando, who owns a 1956 Executive. He has helped when I had a question in the past. I asked if his car had vacuum or electric wipers. Unfortunately, I never heard back from Ken this time.

Mitsubishi Master Cylinder Update *From Bill Glass*

I am still playing around with the Mitsubishi master cylinder installation. I have the new MC and purchased a



used reservoir on E-bay along with a used, but wrong size, MC as you need the special clips off the old one to secure the hoses. There is basically no room on the fire wall/cowl as originally thought. The linkage for the carb and tranny gets in the way. Instead, I rigged a Mitsubishi reservoir to the battery hold down. Funny thing it looks as if it was factory

installed. So if a Mitsubishi MC ever shows up, I have it made. I really hate doing the under the carpet "thingy."

I am also trying to design a Studebaker AC label to put on the reservoir. I am a sick puppy. Cost wise, that is having a mechanic removing the Jeep Dual MC and removing the check valve and re-installing the Jeep one, or putting in the Eclipse is the same dollar amount, time wise.

Mail Bonding

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



Bill Hughes February 22, 2008

Thanks for all the info you sent. I've been wanting a copy of the production order. It's nice to know that the wheels on the car are original, since I've read that only about 100 Hawks came through with those wheels in '56 (left-overs from '55). Interestingly, I lost points in a regional Studebaker meet in West Virginia because the center emblem wasn't painted gold. It's been my understanding that the '56 wheels didn't have that gold center. Also, the production order states that the rear antennas are "internally controlled". Did I miss a switch somewhere?

You seem to know the car. I realize now that it has had some sort of restoration done (new paint & interior, different colors..light blue/white). Do you know when this was done? Also, I've been wondering about the interior. The seats are a solid color, with wide pleats. The headliner is "cardboard", but solid white. The headliner bows are a stainless steel variety, not the plastic bows that everyone says should be there. Knowing now that this is not the original interior, is it safe to assume that they "customized" it when the car was done, or is this some alternative factory interior? I spoke with Phantom, & they claim that all 56J's had 2-tone seats, with a perforated headliner, & the plastic bows.

I appreciate any info you can give me, & I look forward to being a member of the Register. I've met many wonderful people since I got the car, & it was cool to find out that I have the only known 56J in my area. (I'm president of the Delaware Valley Chapter of the SDC in Pa.)

Ed Reynolds Studebaker International March 10, 2008

Frank - I'm having tail light housings made for the 1955-56 C & K and will have 50 pair of them for the Golden Hawks. These will be die-cast and pretty much identical to the originals and will include the socket, cable, and lens gasket. I had unplated samples at York and they look terrific. They should be available in about 4 months and the Golden Hawk housings will probably retail for \$390.00 a pair. **(NOTE: Ed has always been pretty good about supplying parts for our cars. Hopefully, he will have the tail light housings available at the SDC meet in Lancaster PA.**

Brent Hagen May 24, 2008

I used to restore 56J radios (when I had more free time). It was frustrating at the time to find good dial glass for them. I finally decided to make some up. It was a tedious process, but I finally have some available. I have them priced at \$20 + \$5 shipping. As far as I know, I am the only source for them. **(See AD in 1956 GH Services)**

Dinner In Lancaster We still need a place to meet

I am not familiar with the Lancaster area where the Studebaker Drivers Club will be hosting the International meet in September. Therefore, I have yet to find a suitable location for our 56J dinner. I'm not holding out much hope for them, unless someone who lives in the area can set something up for us. If anyone knows of a place for us to get together, please let me know. Otherwise, we might have to brown bag it, and meet in the parking lot.

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.

521 Gilbert Zimmerman Riverside CA	SN 6800590 Pr Owner Unknown
522 Dan Fitzgerald & Larry Miles Chico CA	SN 6800486 Pr Owner Bill Mallory
523 David Mclemore Corinth MS	SN 6032887 Previous 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.

56J ONLY Message Group Started by owner Scott Reid in July, 2002. A method for owners and fans to exchange ideas. Go to our web site and click on **56J ONLY Message Group**. Then follow the instructions to sign in or join.

NOTICE: 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 me at the Yahoo 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 receive the newsletter electronically. Please let me know if you prefer to receive it via mail. The mangling, ripping, and 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 Golden Hawk. 352 w/ 3 speed on the floor. Bought it as a parts car but could be restored. Want to get it out of storage. Located in Santa Clarita Valley, CA. \$2500.00 Contact: Dan Larsen at 661 2510683. Email djsl80@aol.com (05-2008)

Wanted: Interested in 56 Golden Hawk with Standard/Overdrive transmission in finished or near-finished condition. Contact: Ron rstid@yahoo.com (03/2008)

For sale: 56 Golden Hawk #6033058. Mechanical restoration done, including brakes. Five new tires. All original parts. Set of 56 wheel covers and a set of 57 wheel covers. Needs paint and interior. \$8500. Snohomish, WA. Fred C. Howard, 360-568-1488, galaxie500@roadrunner.com (02/2008)

For sale: 56 Golden Hawk, Airforce Blue/Snowcap White. 90 percent restored to original. Only modification is seat belts have been added. Also have manuals and extra parts. Asking \$18,000 obo. For 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 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. **Oil pressure fix** for Packard V8s. The factory engineers redesigned the oiling system to ameliorate the lifter clatter problems. The cam retainer plate and spacer has been remanufactured in A2 tool steel and is now available. Offered to '56J members for \$75, including shipping. Don't rebuild your Packard V8 without it. 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: 1956 GH Solid Builder, 352 V8, Auto Transmission, Restored Frame, Many used 56 J Parts, Call for needs. Many Studebaker Parts Available. K Body Window Flipper Restoration Services, Stainless steel straightening, polishing. Very Good 56 Golden Hawk Hood. Dwayne Jacobson, 2620 Lake View Drive, Junction City, WI 54443 715-204-0258 studebaker56j@mac.com Dwayne Jacobson, 2620 Lakeview Dr, Junction City, WI 54443. - web.mac.com/studebaker56j (02-2008)

1956 Golden Hawk Services

New Dial Glass for all 1956 and 1957 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like the original, \$20 + \$4 shipping. ALSO:

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 (05/2008)

Adhesive Vinyl Inserts, for 1956-1961 Studebakers with wheel cover (AC 2799). Enough to apply to 4 hubcaps, with spare inserts. Directions included \$27.50, includes shipping in continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone or Fax: 308-235-3386 rimpres@earthlink.net (11-2006)



Air conditioning for 1955-56 V-8 Packard engine in whichever car it is in. You will need the third pulley 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, 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: Roscoe Stelford 15N119 Reinking Rd Hampshire IL 60140 or Email stelfordsinc@aol.com www.weremoverust.com **Code RCS15** (12/2005)

Ranco Heater Valve Repair. 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 do not have a valve, 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)

Recast Steering Wheel PN 1540647, white, 17", just like the original. \$575.00 + \$25.00 S/H. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. www.shrockbrothers.com/steering_wheels.html (04/04)

Electronic Ignition Modules for 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 stundefarm@yahoo.com. (03-2004)

708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448. rtq11@aol.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. 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. 3 piece set with tapered ends. \$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



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. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$13.00 foreign S/H)



\$22.00

1956 Studebaker Passenger Car Manuals on DVD+R. (Not for TV DVD player) Contains the files that are on all three CDs plus the 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, and the 1958 Shop Manual Supplement in PDF format, viewable with Adobe® Acrobat® Reader (included).



\$20.00

1956 Studebaker GH Manuals on CD Parts Catalog, Authenticity Guide, 1956 Owners Manual, 1956 Accessories Catalog, and Warner Overdrive Manual in PDF format, viewable with Adobe® Acrobat® Reader (included).



\$11.00

56J ONLY Newsletters on CD All back issues, in PDF format, viewable with Adobe® Acrobat® Reader (included).



\$11.00

1956 Studebaker GH Production Orders CD The complete set of all 4073 Production Orders for 1956 Golden Hawks, produced directly from our data base. PDF format, viewable with Adobe® Acrobat® Reader (included).



\$11.00

Copy of the Original Production Order for your car. Directly from microfilm, Send serial number. \$12.00

Name Badge Soft vinyl, 4" x 3" with our logo in your car's color \$3.00.



Patch 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background.



\$3.50

Decals-Tags-

- Oil Filler Cap,** blue/buff \$ 3.00.
- Oil Bath,** yellow/black \$ 4.00.
- Seat Belt,** red/black/white (need 2) ea. \$ 3.00.
- Generator Field Terminal Tag,** red \$ 1.50.
- Tachometer Sending Unit Tag,** red \$ 3.00.

Club Rosters (send Email or SASE, owners only)

Most Items Are Available On-line at the 56J Store

Make Checks Payable to Frank Ambrogio.

In this Issue

- **BILL GLASS** ASKS ABOUT THE PLACEMENT OF THE CARPET, ON TOP OF OR UNDER THE SCUFF PLATES.
- **DASH PAD COVER**, BLACK IS THE ONLY COLOR.
- **ROSCOE STELFORD** OFFERS ADDITIONAL INFORMATION ON THE PACKARD V8 OIL PUMP.
- **BILL HUGHES** ASKS ABOUT THE CENTER EMBLEM COLOR ON THE SPEEDSTER WIRE WHEELCOVER.
- **ED REYNOLDS** REPORTS ON THE 1956 GOLDEN HAWK TAIL LIGHT HOUSING PROJECT.
- **FERNANDO SOLIVO, TOM LADROGA, AND MORRIS DANIEL** REQUEST HELP FROM THE REGISTER.
- **DINNER IN LANCASTER** ISN'T SET, WE STILL NEED HELP TO GET SOMETHING SET UP.
- **ANDREW MINNEY** BOUGHT A PHOTO OF RICHARD ATKINSON'S FATHER'S CAR ON EBAY.
- **BRENT HAGEN** HAS THE FACE PLATE FOR THE 1956-57 RADIO.



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ADDRESS SERVICE REQUESTED**

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