



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Coming up: The Second Twenty Years *A Little History on the first twenty*

This year, 2009, marks the start of our twenty-first year. Many of you have been with us since the beginning in 1989. It all started with an ad that I placed in the February 1989 issue of *Turning Wheels*.

ALL 1956 GOLDEN HAWK OWNERS interested in exchanging information, send NAME, ADDRESS, PHONE #, vehicle #, engine #, transmission type, color, to: Frank J. Ambrogio, 1025 Nodding Pines Way, Casselberry, FL 32707

Turning Wheels February 1989 Vol. 21, No. 2 Pg. 41

Although I officially list the beginning as January 1, 1989, the seed for *The Register* was planted with a question and answer that appeared in *The Co-Operator* section of *Turning Wheels*. The question by Don Girvan of Moncton New Brunswick appeared in the March 1984 issue on page 54. Don asked several questions, one being, **“what was the original engine color.”** The answer didn't state the engine color but instead referred to the rocker arm covers. **“Most 352 rocker arm covers on the 56J cars, if not all, were black.”** I wrote to tell Don that first of all, “Mine's Original.” Then I explained that the engine on my car was a red/orange color, and the rocker arm covers were an aluminum color.

When Don wrote back, I discovered his car was the same Mocha/Doeskin color as mine. This began a four year correspondence regarding interior fabric. Neither of us could find material in the correct colors. We kept sending samples to each other that we found, but couldn't quite get it right. This was in the years before Phantom Auto began offering seat material reproductions.

The next step leading to the formation of *The Register* occurred in 1987 at the SDC International Meet in Estes Park CO. I had my car's engine rebuilt in 1983. After that, I could only drive it between 6-12 miles before the valve lifters began to clatter. Experimenting with various grades, brands, and weights of oil, as well as every conceivable additive, produced no answers.

Bob Dietzler of Simi Valley CA had his beautiful 1956 Golden Hawk at the show and during our conversation,

Bob told me that he solved his car's lifter problem by having his oil pump modified by Packards International. Once I got home, I followed Bob's advice, and after five years of frustration, the valve lifter problem was solved in mid 1988. I wrote about this adventure in issue 001.

It was at this point, that I began thinking about establishing some form of information exchange group for 1956 Golden Hawk owners. I reasoned that I'd be running into more problems as the years passed, and that there were owners out there who already solved those problems. I also felt that, although a lot was known about the Studebaker V8, not much help was available concerning the Packard V8.

I thought it would be interesting to see how many cars were still around, their serial numbers, and who owned them. With my experience as a computer programmer analyst, I felt I could easily track the information. As editor of our local SDC Chapter newsletter, I felt I could also disseminate the information through a periodic newsletter. So, in late 1988, I submitted the ad to *Turning Wheels* and set January 1, 1989 as the start of ***The 1956 Studebaker Golden Hawk Information Exchange Group***.

I decided there would be no dues. The idea was to form a group of individuals who could help each other. Charging dues would be counter productive. I expected to hear from about 25 people, and felt I could afford sending out a newsletter four to six times a year. One of the smartest moves I made was to include Bob Palma, Richard Quinn, and Fred K. Fox on the mailing list. These three have periodically mentioned our group in their respective *Turning Wheels* columns, and also provided a lot of helpful information.

Jimmie Facklam of Lenexa KS was the first to respond, followed by John Raises, James McKnight, John Wallace, Tom Snyder, Randy Cavoli, Charles Adams, Geoff Fors, and Joe Hall. Jimmie Facklam's letter was dated January 27, 1989 while Joe Hall's letter was dated February 2, 1989. Counting me, we had 10 owners registered in the first week. Don Girvan was the 25th to join, sending me a letter dated March 25, 1989. My expected registration limit was reached in less than two months.

From there, the numbers grew with Bill Glass joining as owner # 50 in late 1989, and Brent Hagen signing on as owner # 91 on November 1, 1990. When I mailed out the last issue of **56J ONLY**, 526 owners had come and gone over the past twenty years. The size of our group grew at a slow steady pace until 1999. That's when I got a new computer, obtained Internet access, and established the 1956 Golden Hawk Owners Register web site.

Once I was able to set up an on-line registration system, things really took off. Registrations were coming in by the carloads and we kept growing till we leveled off at about 240 owners. I was keeping busy with the newsletter, answering correspondence and handling phone calls.

Then Scott Reid set up the 56J Only Message Forum in July, 2002, and owners began corresponding with each other. This relieved me of a big burden as it eliminated me as the middle man. Although I know a lot about our cars, I am reluctant to give mechanical advice. I've been called "the expert" so many times, but I've always insisted that WE, collectively, are "the expert." No one person knows it all, but together, we can come pretty close.

Over the past twenty years, we've been able to produce many helpful items, such as the Parts Catalog and Authenticity Guide. We've also been able to reproduce the oil bath and seat belt decals. Jack Nordstrom developed transmission conversions, and air conditioning brackets. Non owners have also pitched in with items such as steering wheels and headliner bows.

Before our Register was formed, SDC member Vince Habel was keeping a register of Golden Hawk owners for 1956 through 1958. He sent me all the information he had on the 1956 owners. He also made a comment to the effect that I didn't know what I was getting into. I'm not sure if he meant I would be overwhelmed by the project or I'd be disappointed at the participation.

I knew I'd be involved in something that was going to be unique. The scope and magnitude of the project exceeded anything I could have imagined. Things started happening immediately and have kept building ever since. The fortunate part is that it occurred in phases over the first twenty years. Each step added to the whole, as bricks to the wall.

Through it all, I'm most proud of the fact that there are no dues, other than submitting your car's serial number. Even in this era of economic uncertainty, our policy has not changed. Similar to Public Broadcasting, I've relied on your generosity and sales of our books and CDs to keep afloat. I think I am safe in stating that bankruptcy is not an option!

Twenty years seem to have passed so quickly. I'm not sure how long we can keep it together, but let's just concentrate on year twenty-one for now. Who knows, in 2029, I just might be writing about the second twenty years.

Excerpt From Car Classics

By E. T. Reynolds

Submitted By Johnny Thiele

NOTE: This excerpt appeared in the October 1973 issue of Car Classics magazine. E. T. Reynolds worked at the Proving Ground till late 1955.

During my years at the Proving Ground under, civilian operation, one of my more pleasant duties was acting as official escort and contact man with various automotive and trade magazines and consumer testing groups, answering their technical questions and pointing out the advancements made in the new models. Some of the rides I took during these days were breath-taking.

One of these rides that I recall in particular, occurred just before the start of production of the 1956 line of cars. Bill Holland, 1949 Indianapolis 500 winner, came out for a preview of the new cars, but it didn't take long to see that he just had eyes for one, the new Golden Hawk, which was powered by the 352 C.I.D. Packard engine.

I rather expected Bill to make a couple of laps of the speedway to get the feel of both the car and the track before stretching her legs a bit and we did go down the main straightaway and through the south turn at a rather modest rate for such a powerful car. However, as we came out of the turn Bill began to give the car the throttle about the same time that a light rain began falling. The needle on the very accurate speedometer on the car was soon past the 100 m.p.h, mark, then 110, 120 and as the sharp north turn began to loom more ominously in view we passed the 125 mile per hour mark.

In view of the rain and the fact that he was totally unfamiliar with the north turn, I anticipated him to back off on the throttle before going into the turn, which was designed for 85 miles an hour on the top lane (the Ordnance Department had removed the top 100 m.p.h. plus lane as I noted in a previous article, and it had not been replaced).

Any anticipations I had were quickly negated as we headed into the turn on the outside at full throttle. Then the unexpected happened at least as far as I was concerned. We were scarcely into the turn before Bill cut the car sharply to the left towards the lower lane as a driver would do at Indianapolis. But the Studebaker Speedway was not Indianapolis and there was no short chute to bring the car back up on.

In tornado prone country there is an axiom to head for the cellar when a tornado is sighted. The same axiom used to apply among racing drivers and mechanics when a flip seemed inevitable (there is no cellar to head for in the new racing cars). And I followed the same axiom as I felt the car begin to break away. When I came back up we were on the main straight- away and Bill's foot was still flat on the floor. He made no comment and neither did I.

A Look At Front/Rear Ratios

I thought it would be interesting to compare the front to rear weight distribution ratios of some of the 2009 offerings to see how they compare to our 1956 Golden Hawk. As you know, the biggest criticism of our cars has been the weight distribution with that heavy Packard V8 causing the front end to drag on the ground. Below are a few specifications from some models I checked. All are 2009 models except where noted.

Make Model	Wgt	Fr/R Dist
2007 Nissan Sentra SD-4	3112	63/37%
Toyota Corolla	2695	62/38%
Mazda6	3592	62/38%
Honda Fit	2521	62/38%
Nissan Maxima	3602	61/39%
Pontiac Vibe	3090	61/39%
Toyota Matrix	3046	59/41%
Acura TL	3945	59/41%
Acura TSX	3381	59/41%
Lincoln MKS AWD	4325	58/42%
Volkswagen Passat CC	3840	57/43%
1956 Studebaker GH	3770	57/43%
Audi A4	3778	55/45%
Nissan GT-R	3891	55/45%
Dodge Challenger RT	4154	53/47%
Hyundai Genesis	4074	53/47%
BMW 135i	3408	52/48%
Jaguar XF	4202	52/48%
Corvette ZR1	3364	52/48%
Pontiac G8	4045	50/48%(52/48?)
Ferrari 599 GTB Fiorano	3975	48/52%

Strange, our Golden Hawk lands just below the middle.

Aluminum Radiator Information From Jack Nordstrom

Jack Nordstrom of New Braunfels TX called me last October 1 to discuss the new aluminum radiator he purchased for his 1956 Golden Hawk. The radiator was special ordered from **Griffin Thermal Products, 100 Hurricane Creek Road, Piedmont SC 29673**

I wrote to the company to obtain more information:

The unit that we built for Mr. Nordstrom was an exact replica with a rounded top tank like the original. I would need another sample, as we unfortunately sent the other sample back before making a drawing of it. I would make additional units with a smooth flat surface instead of the oval top tank.

We would be willing to sell these units on an individual basis to your club members. The radiators without automatic transmission coolers would be \$645.00 plus shipping. The radiators with automatic transmission coolers would be \$695.00 plus shipping. Please advise your members to this.

**Best regards, Alan DiUmberto Director of Sales
Griffin Thermal Products ISO 9001:2000 Certified
1-800-RACE RAD**

Jack told me he paid almost twice the price quoted above, to have his radiator custom made with the rounded tank.

Tail Light Housings

Reproductions from Studebaker International

I reported in issue 060 that Ed Reynolds of Studebaker International was working on reproducing tail light housings for 1956 Hawk models. He asked me for a used tail light housing to use as a guide for the Golden Hawk housing. As you know the housing on our car differs from the other 1956 Hawks. Ours have that little notch to mate with the fin. Therefore, there is a left and right side unit.

I'm happy to report that Ed has successfully completed the project and the result is of excellent quality. I saw these housings at the SDC International Meet in Lancaster PA this past September. It seems that the fit is also very good. Here are some comments:

Bill Glass: They are magnificent. You cannot believe how beautiful they are. Totally amazing. Even come with new sockets and wires. Overall appearance: Just as good, if not better considering the chrome they used back then. These are "chromed" both on the outside and inside, no pot metal showing, the sockets are permanently affixed so there can be no issue about a bad or poor ground. The curves, and draft angles are identical. I doubt you could have really good ones chromed for what he is charging.

Terry Leyrret: I have received my tail lights and installed them. As Bill said the socket (shown in photo) has a crimp to hold it in position and the wiring is a little different, but once installed they fit and look like the originals. The lens screws are the same and NOS lense fit perfectly.



Bill Hughes: They come with new gaskets, and they are much more substantial than what we have been getting, plus a new set of wires and a socket that is really grounded to the housing. Almost too good to put on a car.

Mail Bonding

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



Bill Hughes

September 20, 2008

I'm very grateful that I was at my car when you came by. It's refreshing being able to talk with someone who knows

so much about the model. I'm sorry that I missed the dinner, but I didn't hear about it till after the fact.

I did have the car judged, and got a second place award at 363 points. However, this being my first national meet, I didn't realize that the pictures used for announcing the winners in Turning Wheels were the same photos taken out front. I only had time on Friday to get one taken, and wound up doing other things. I took my own pictures in the parking lot, and I'm trying to send one to SDC in hopes that they can use that one.

I still have the badge, so if you want to send me the insert, that would be awesome. It will look great on the wall with the plaque. Thanks for everything you've done for me personally, as well as for the cars. I really don't think I'll ever sell this one. My hope is to bring it back to the condition it deserves to be in.

Larry Michael

September 25, 2008

In regards to how many 56Js won, I am not absolutely sure but I think three were entered into judging and the others were display only. There were at least three first place winners for 56Js. The beautiful two-tone green one owned by Joe & Nancy Bacon took a first as did the orange/white one owned by Joe Aluise at the upper end of the lot. The mocha and doeskin one also won and is owned by Dale Meese from western PA.

Three of the cars were not entered into judging (Joe Hall's, mine, and Joe's friend Stephen Metcalf who came with him.) I believe I counted seven 56Js at the meet. I am glad you were able to make the meet and the 56Js had a great showing. In contrast to the last international meet hosted by our Keystone Region Chapter held in 1980, there were only 3 56Js!

Vince Habel

October 1, 2008

The 409 CID engine at Lancaster sounds like it was the one that was in Willis Witmer's 56 GH that was destroyed by fire many years ago. I don't remember if I had it in my list that I sent to you. It was a red car like Larry Michael's.

Willis is 1956 Golden Hawk owner, Abe's brother. He has an R-3 Hawk. There is also Lloyd who was at the meet and he owns an Avanti. Mel is another brother who belonged to the club at one time. I don't remember what he had at the time. Abe's sons have many Studebakers.

Gary Capwell

October 04, 2008

I am afraid I will need to pull out of rebuilding the Packard fuel pumps as the costs have escalated way out of feasibility. Please take my add out of your publication, Thanks - Gary Capwell

Keith Piacente

November 03, 2008

Thanks very much for the build sheet. I have 25 cars and live in Mattituck NY. I have mostly T-bird convertibles 55-66, Lincoln convertibles 57-67 and a mix of others. Rolls, Hemi DeSoto, etc. The cars that would be of interest to you are 1956 Golden Hawk, 1957 Packard Clipper in lilac and white, 1958 Packard Hawk in black with gold roof, 1963 Gran Turismo Hawk in red and a gold Avanti loaded. My cars are all garaged kept and I really have them for me and rarely show them. I always loved my 56 Hawk but is a truly treacherous car to drive. The weight distribution and braking are terrible but it looks great. It's my third favorite car.

My favorite is my yellow 1960 Lincoln Continental Mark V convertible that has won numerous shows, 2nd at Hershey years ago and just is the most beautiful car there is. My second favorite is my fire engine red 1960 Thunderbird convertible with the optional 430 engine and every factory option including air conditioning and spot lights. I'm told it is one of thirty made. I have checked Ebay and Hemmings for years and have not seen another one for sale since I purchased mine 20 years ago. It's like the 1956 Golden Hawk though. Nose heavy, the brakes just won't stop the car when a little hot but sure looks great !!!!

Of all the 50's and 60's cars I have with drum brakes the Studebaker products other than the 1956 stop the best. I have no 50's GM cars but the 60's are just as bad. I have a 1967 Toronado with the 425 CID 385 hp engine and brakes that can stop that car. Must have been an option the original owner didn't order but the car rides and handles great. Thanks for listening to my rambling.

Brent Hagen

January 3, 2009

I finished parting out 6800208, saving as many parts off of it as I was able to. My neighbor came and took what was left of the frame and body for a project, I am not exactly sure what it is, but there was a lot of rust on it.

I have some observations I made concerning 6800208. I think it may have been one of those rumored Sky Hawks bodies that got used for a 56J. The body number on it was 375. The car was painted Snowcap white/Romany Red. Because it had sat in the Mojave desert, the undercoating peeled right off. I noticed on the bottom of the body underneath the undercoating that the body was painted Glenbrook Green! I also noticed that it had the gas tank protector brackets. The tops of the rear quarter panels had the mounting clips for the stainless steel moulding seam covers that the rest of the 1956 Hawks used, however, it did not have the stainless moulding covers themselves.

I did noticed that the fins had been off of this car at least once before (had an extra set of mounting holes) so it is possible that it had them and they got removed at one point of time. This 56J was the first one I have run into

with heater delete. Where the blower fan normally mounts on top of the right vent assembly, there was just a metal cap. There were black-painted metal plugs in the dash for the heater and defrost switches and an oval plug in lieu the heater control bezel. From sitting in the desert, the oil and grease were so baked (and mixed with sand), that they came off in chunks. The engine still turned over because of the dry storage. If this car had not spent the 15 or so years in Colorado where they used salt, it would have been a nice car for a restoration. The frame on it was like mush in some areas, yet the front air dam on it was practically rust-free. I suppose it is possible that it had been replaced. One more thing, the rear springs each had 7 leafs in them! The fun part for me is listening to the car tell you it's life story as you disassemble it, one bolt at a time.

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.

527 Joseph Thompson Augusta GA	SN 6031273 Previous Owner Unknown
528 Keith Piacente Rego Park NY	SN 6032654 Previous Owner Unknown
529 George B Shields Jr East Millstone NJ	SN 6800460 Prior Owner Everett Nauha
530 Bob Cook Smyrna GA	SN 6033337 Prior Owner Bob Murphy
531 Keith Bartlett Grants Pass OR	SN 6800375 Prior Owner Larry Morris
532 Gary Nordstrom Durham CA	SN 6800005 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.

56JONLY Message Forum 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 *56JONLY Message Forum*. 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.

Cars

For sale: 56 Golden Hawk #6031843, no motor or Trans \$2000. Ray Groves Kurbyville, Mo Ph 1-417-546-4138 (01-2009)

Wanted: I'm looking for a clean or restored (but no resurrected rust please) 56J only with T-85 and No Power Steering and No Power Brakes. Slight modifications, i.e. Caribbean 2X4 intake (or 374 engine) and Twin Traction are welcome. Keith Langendorfer KL4215@att.com 203-683-8406 (01/2009)

Wanted: Interested in 56 Golden Hawk with Standard/Overdrive transmission in finished or near-finished condition. Contact: Ron rstd@yahoo.com (01/2009)

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 (01/2009)

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 (01/2009)

For sale: I have two 56J cars that are fairly complete and very restorable, I am selling them both for \$2500 dollars. You can email me johnscianna@sbcglobal.net for more info (make specific requests) or I can be reached by phone at 559-709-3229. virgilex@yahoo.com The cars are located in Fresno California. Thanks, John (11/2008)

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
- web site - .mac.com/studebaker56j (02-2008)

Other

Wanted: High tone horn for my 56J. Bill Ladroga, (941) 378-7070 ladroga@juno.com. (12-2008)

For sale: For sale: 56J Parts: New parts: Stainless Steel "Check-Mark" mounting brackets \$15/pr, Speedometer Cable (w/Ultramatic) \$50, Ultramatic Cooling lines \$75/set, Ultra Front Seal \$10, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, 160 deg Thermostat \$5, Inner Fin hold-down mouldings (C-Chrome w/mounting clips) \$75/pr, Late- style Sparkplug Wire Bracket Rubber Grommets \$2/ea NOS parts: Rear Speaker kit \$75, Distributor \$250, Fan Blade (inquire), Jack Base, Jack Handle, Dip Stick, Tie Rod Ends, Door strikers, Motor Mounts, Hood Springs,- many more- Please Inquire. Rebuilt parts: Tach sending units \$125 + core, Water Pumps \$95 + core, Fuel Pumps \$95 + core. Used Parts: Lots of trim, switches, gauges, sheet metal, etc. Please Inquire. 56J Tune-up parts: Points, Rotors, Condensers, and Dist. Caps. Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com Phone 971-219-9687 (01-2009)

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)

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, \$45.00 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)



Reproduction Tail Light Housings. Left and right side, \$195.00 each. **Parking Lamp Socket and Cable** part #1312869. **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 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. 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

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

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

DVD and CD Items PDF format, viewable with Adobe® Acrobat® Reader (included).



\$20.00



\$11.00



\$11.00



\$11.00

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 \$20.00

1956 Studebaker GH Manuals on CD Parts Catalog, Authenticity Guide, 1956 Owners Manual, Accessories Catalog, and Warner Overdrive Manual. \$11.00

56J ONLY Newsletters on CD Contains all the back issues of 56J Only. \$11.00

1956 Studebaker GH Production Orders CD All 4073 Production Orders for 1956 Golden Hawks, produced directly from our data base. \$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

- **OUR FIRST TWENTY YEARS** TOGETHER ARE SUMMED UP WITH A LOOK TOWARD THE NEXT TWENTY.
- **JOHNNY THIELE** SUBMITS AN EXCERPT OF A STORY BY E. T. REYNOLDS REGARDING THE 56J.
- **JACK NORDSTROM** HAS INFORMATION ON AN ALUMINUM RADIATOR.
- **STUDEBAKER INTERNATIONAL'S** REPRODUCTION TAIL LIGHT HOUSINGS TURNED OUT GREAT.
- **BILL HUGHES** TAKES A SECOND PLACE WITH HIS 1956 GOLDEN HAWK AT LANCASTER.
- **LARRY MICHAEL** WRITES ABOUT THE SDC MEET HELD IN LANCASTER LAST SEPTEMBER.
- **GARY CAPWELL** WILL NO LONGER OFFER FUEL PUMP REBUILDING DUE TO THE HIGH COST.
- **VINCE HABEL** SENDS MORE ON THE PACKARD POWERED STUDEBAKER AT THE SDC MEET.
- **KEITH PIACENTE** HAS A FINE STABLE OF OLD CARS INCLUDING A 1956 GOLDEN HAWK.
- **BRENT HAGEN** PROVIDES SOME OBSERVATIONS ON SERIAL NUMBER 6800208.



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