



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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OCTOBER 2009

Replacing the Rear Seal on the 56J T-85 Overdrive Transmission

By Phil Brandt

Replacing the seal is the easy part. Getting the old one out is a different story. I have recently done this job to my car and after a lot of grunting & banging I found the easy way to get the seal out. I have also installed a modern seal that is cheap, goes in without any modification, and should be available from any NAPA store.

The old seal that I took out may very well have been the original one installed at the Studebaker factory. At very least it had been in the car since the late 60s so when I tried to remove it with the standard seal puller all I accomplished was to tear up parts of the seal and scar up the transmission shaft as the seal puller is designed to lever against it. A hammer & chisel didn't work either (see attached photo).



Here's the magic combination that will get the seal out easily. First spray the crack (where the seal mates with the transmission) with PB Blaster. It might help to tap around the outside of the tranny housing. I'd do this several times over the period of a day if you are not in a hurry. Next drill 2 or 3 holes in the outer rim of the seal (if 2 holes they should be opposite from each other and if 3 holes they should be evenly spaced around the seal). Don't worry about metal shavings getting into the transmission as the original type seal is double walled and you only need to drill through the outer wall.

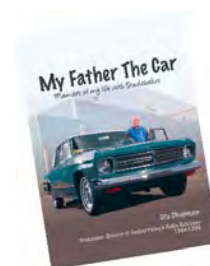
Next you will need a slide-hammer-dent-puller. This is just a slide hammer with a screw on the end of it. I still have the one I bought from JC Whitney over 30 years ago. If you don't have a slide hammer you might try a long wood or sheet metal screw (to screw into the holes you drilled), a vice grip, and a hammer. Make sure you drill the holes to a size where the screw or slide hammer will screw in very tightly. Try banging the slide hammer 4 or 5 times and then move to another hole and repeat the procedure. The seal should 'walk out' fairly quickly with this method and you will do no damage to the transmission shaft.

The new seal I installed is NAPA/SKF 15324. Thanks to Terry Elswick (Leyrret) for taking the time to peruse the SKF seal tables and find a replacement for us. The new seal is only a single wall seal and not as thick as the original. For this reason the actual sealing surface sits further back on the drive shaft yoke than the original seal. This can be an advantage because you would most likely have to polish out the slight groove in the drive shaft yoke before installing an original type seal. With the new seal you only need to make sure the yoke surface is smooth to about an inch behind (towards the rear of the car) the old groove left from the original seal. Be sure to smear the inside of the new seal's sealing surface with grease and lube the yoke surface as well.

These new replacement seals may not last as long as the original type seals but at under \$10 you could replace them every 10 to 15 years if need be. I decided to be the guinea pig for this experimental replacement. So far the seal has been in a couple of months with no signs of a leak although I don't drive the car all that much. I'll let you know in a couple of years how the seal is holding out.

Dinner In Cedar Rapids Another Successful Get-Together

Our dinner in Cedar Rapids turned out great. We had roughly thirty people there enjoying the evening. The place for this year's dinner was TJs Steakhouse which was located about a mile from the meet hotel.



Our special guest at the dinner was Stu Chapman, who is a past president of the Studebaker Drivers Club. More to the point, he was the Director of Advertising for Studebaker of Canada during their final years in the automobile business. He spoke to us briefly and answered many questions.

Stu has written a book titled, "My Father The Car" in which he details hands on knowledge about the company. He was at the meet, sharing space at the swap meet with the

Studebaker National Museum. I exchanged Emails with him in September, and he wrote that "We're at the 300 mark. I signed off on the printer's proof on Saturday, the cover coming this week. If all stays well we go to press on Monday, which means distribution will likely begin about October 26th, ahead of schedule. The pricing is now \$19.95 plus s/h". For more information, contact:

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Everyone seemed to have a great time at the dinner and I hope we will be able to do it again in Glendale AZ next year. If anyone knows of a suitable place, please let me know.

Car Overheating? One product may help

I received a call from Jack Nordstrom on July 22, 2009. He told me again about the aluminum radiator he had made special, which was described in the previous two issues.

He also stated that the current issue of Old Cars Price Guide lists a 1956 Golden Hawk in number one condition at \$48,000. This is a jump of \$19,000 from the last issue I have. There have been a few cars on Ebay recently with Buy-It-Now prices in the \$40,000 to \$55,000 range. I'm not sure what any of them are selling for, but it looks like prices are up. I guess if you are thinking of selling, this might be the proper climate in which to do so.



And finally, Jack then mentioned that the Texas heat made most cars tend to overheat if they are stuck in traffic or participating in a parade. He talked about a product called Purple Ice from Royal Purple, manufacturers of high performance lubricants for most automotive, industrial, marine, motorcycle and racing applications. Here is how it is described on their web site:

Purple Ice is a high performance, synthetic, radiator coolant additive. It reduces engine heat by reducing the surface tension of the radiator fluids for improved heat transfer.

Purple Ice fosters optimum coolant flow by helping to prevent formation of scale deposits in the radiator. It also lubricates the water pump seals.

Purple Ice should always be used in conjunction with antifreeze in regions where freezing temperatures occur. Purple Ice is compatible with traditional ethylene glycol antifreeze (green) and GM Dex-Cool® antifreeze.

Jack tried the product, and said it reduced the temperature on his Golden Hawk by 20 degrees.

Restorers Guide On DVD New Video Version

After posting several videos on the Internet via YouTube, I decided to post a series of videos with information from the 1956 Studebaker Golden Hawk Authenticity Guide that was done in 1996. YouTube limits videos to a length of 10 minutes, so I posted 12 videos using information from the Guide.



Once the YouTube project was finished, I decided to combine the individual videos and put it on a DVD. To avoid confusion with the Authenticity Guide, I'm using Restorers Guide as the name of the video. I feel this will be a nice addition to the items already available in our 56J store.

A lot has happened since the Authenticity Guide came out, and I've tried to show some new information in the video. The best part is that you can see details of the items under discussion.

Fortunately, I have a car with the Twin-Ultramatic, as well as one with the Borg-Warner T-85 manual transmission, so I was able to discuss items peculiar to those units. In addition, one of the cars has the Jet Streak engine option that was contemplated by Studebaker so there is a discussion about that, as well as a test drive.

The DVD has more information than what's posted on YouTube, as I kept thinking of new items to include. I made a "draft" copy of the video, and I was happy with the picture quality. I used a small hand held camera, called a Vado, about the size of a cell phone. It was easy to use, and downloading videos from it to my computer was also very easy.

One thing that became painfully obvious is that the flaws that are present in each car really show up well on the video. As an example, the original carpet in one car looks every bit like one that's been abused for 53 years.

I was fortunate to have a 1957 Golden Hawk available nearby so I could show some of the differences between the models of the two different years. I also had help from several owners and non-owners who sent photos which helped detail some of the topics under discussion.

The DVD will play on the DVD drive in your computer, portable DVD player, and the DVD player attached to your TV. It runs almost two hours and the price is \$20.00 including postage. All proceeds will go directly to our treasury to help maintain The Register. You can also order on line using PayPal or a credit card by going to our web site at www.1956GoldenHawk.com and then clicking on Publications and Products at the top of any page. The list of items will display and you can add any to your shopping cart.

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Index Is Now Available

Several people have asked about the availability of an index for our set of newsletters, most recently it was Bill Ladroga. Others made comments like, "it would sure be nice if there was an index of all the articles." I often thought about doing such an index, and wished I had the foresight to have started it with Issue 001.

That wish was usually the discouraging factor. The thought of parading through 60+ issues covering 20 years was simply too daunting a task. I didn't even know how to organize it. In the back of my mind I had always hoped someone else would want it so badly that he or she would just do it.

Then one day in early September, I started playing around with it. Soon I decided to have different categories for Engine, Brakes, Cooling, etc., and about 15-20 minutes later, I had gone through Issue 001. Wow, I thought. Only 62 issues to go. I should finish by the time I'm 102 years old. That was somewhat discouraging, but then I remembered that I felt the same way when I started the 1956 Golden Hawk Body And Chassis Parts Catalog. Surely, that was a much more ambitious project than a simple index. Then again, I was a lot younger back then.

After a break for lunch, I reluctantly started on Issue 002. That one went a little faster, and so it was on to Issue 003. I'm not sure how many hours were involved, but when I quit for the day, I had completed 12 issues. OK, I thought, there is no timetable for this. It will take as long as it takes. At least it was started, and each day for the next week, I would spend several hours on the Index.

Well, on Sunday, September 13 just after lunch, I finished Issue 063 and the Index was finished. The beauty of a project like this, the Parts Catalog, and the Authenticity Guide is that once it's done, it will be available for many years to come. Now, I can update the Index whenever I complete another issue of 56J Only, just like I should have been doing for the past 20 years.

I posted the Index on our web site. It is located on the same Newsletters page that has the links to all the issues. Just point your browser to:

www.1956GoldenHawk.com

and click on Newsletter. The Index will be just above all the individual newsletter issue links. Hard copies are available for \$3.50, but be aware that they will only be up to date with the current issue at that time. The version on the web site will always be current, and you can print a copy for yourself, or I can Email one to you at no charge.

Now, all I have to do is add this issue to the index, or I could just wait another twenty years, Hmm.

Mail Bonding

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



Bill Glass

May 29, 2009

I just read the new newsletter. I have a question, and it has been driving me nuts for years.

My Hawk has about 90,000 miles on it. Sixty-five thousand on the old speedometer and then 23 years of driving it. When I restored it, I removed the oil pump, and cleaned the screen and the pipe that was attached to it and the floating flapper/cover, then I put it back in the rebuilt engine.

Could you clear this up for me. Are Studebaker Oil Pumps, those that were installed in Studebaker destined 352's a different pump than those that were installed in engines that were to be used in Packard automobiles. ???????

After 23 years, plus whatever the previous owner put on the car, I have had no oil pressure problems, no valve noises, and I get about 43 lbs of oil pressure at speed, and about one needles width less than 40 lbs at idle.

So are Studebaker 352 oil pumps different than Packard 352 oil pumps, and if so, why hasn't anyone printed this in the newsletter.? (NOTE: See Issue 001, Pages 7-8)

I have been getting the feeling over the years that we have this Chicken Little syndrome about the Sky Falling with these oil pumps. If those used in Studebakers are really different, and people know that they indeed have Studebaker oil pumps, why is there so much press on replacing and or rebuilding an oil pump that works.

I cannot see someone coughing up \$255 plus the cost of an Oldsmobile oil pump. plus other costs when it is not needed.

I just had my rear leaf springs fixed by a company in the Bronx, NY. Cost me \$240 and they spent about 90 min inserting and changing different leaf combinations until they got the car to sit right. Now, could somebody using photos determine the proper ride height of the rear end. I have tons of photos of Hawks, from 56 to 61 and photos of 53 thru 55 and no two cars of the same model year have the same ride height.

Bill Hughes June 1, 2009

I'm getting a few things done on my car (6800237), one of them being the wheels. They had been painted black, over the original tangerine. With the car now being blue/white, I want to paint the wheels blue. The question arose whether the entire wheel, front and back, was painted the body color, or if only the front and rim itself

was painted. If only the front was done, what color was the back of the wheel?

Keep up the good work, and thanks for your help.

Tom Kaiser (Florida Packard Club) June 8, 2009

Thought I should tell you, Bob Aller died in Kansas just recently. He was the guru who could solve all the Ultramatic problems, and oil pump problems as well. He was with Packard Engineering during the late 50's! **(NOTE: Robert was employed by Packard Motor Car Company from 1950 through 1957, and then worked for Ford Motor Company until his retirement in 1985.)**

Wasif Ahmed Abu Dhabi, UAE July 28, 2009



My friend owns a car in India that is thought to be a 56 Studebaker Golden Hawk. It is a pillar less coupe with a V8 engine. Don't have a chassis or engine number but the body is numbered as "56 J-K7 3096.

Could you help in positively identifying this car. Is it a Golden or a Sky Hawk? Also we need help in sourcing parts for it. Car is in a poor condition and needs complete restoration. No idea when or how it came to India and who was the original owner.

Indrojit Sidcar India August 01, 2009

I got your reference from my friend Wasif. I require a few parts which are missing at the moment. I require all the body trims on the car and have attached a picture of the same highlighting the parts I need in red. Please have a look and let me know if they are available or not. As Wasif said, any information would be appreciated.

Well the 56J was shipped to India when new. The president, the commander and champions were imported in a dismantled condition and were assembled in India. My president was also assembled here. The 56J always came in Left hand drive till what I remember and they had the metric speedometer as well. The 56J was owned by The Royal Family of Nepal and then was sold to Mahindra & Mahindra and was used by the top most official and then the transmission gave trouble and they stopped using it and it was parked away for many years.

Then an employee of Mahindra & Mahindra bought it and put in a Ford transmission which is still in the car. Then this person had a crash in this car and he bent the chassis. He then got the car done up and parked it away. Then my father had seen this car and the previous owner was known to him but he was not willing to sell it and wasn't using it as well.

Then one day someone from the scrap market came and approached my father saying that this car is for sale so my father bought the car and started working on it and then there was some problem in our residence and the car was left open and the parts got lost. My president used to belong to a collector in Bihar (that's a state in East India) and we bought that car 6 years back.

Thank you Wasif and Frank. I hope to have this car on the road as soon as possible.

Cornelis W. J. Smit Netherlands August 20, 2009

Bought 6031921 last week. Car is running but a lot to do !! Engine silent running but lacks power, ultramatic slips in reverse. Rear main seal engine leaking. While driving car is searching for trees on the right, while braking searching for oncoming traffic. Old tires. Vinyl upholstery okay, fabric inserts gone. frame okay, body has had some patchwork done. Vents in front fenders are not there, not visible from the outside fender is spotless. Hood, doors, windows, chrome okay, trunk lid bad repair on hinge right side and on bottom.

Paint is very nice, no bubbles. tachometer replaced by VDO electronic unit, clock not working, heater valve shot. Electrics are so and so. Fins on rear fenders are missing, replaced by stainless strip, looks good though. It will take some time to get everything working properly. Except for the tranny I see no real problems .

The car will sit in my small collection next to: Avanti R2 1963, Packard Mayfair hardtop coupe 1951, Chrysler St. Regis 1955, RR Silver Cloud I 1956, Facel Vega FV4 1957, Muntz jet 1952, Talbot Lago T26 record 1947, Nash Healey Le Mans hardtop coupe 1953 & 1954, Ford Comete Monte Carlo 1955 (France, built by Facel.) and 1954. Jensen Interceptor 1956 (Alum body) I am sure the car will like its company. Please go on with 56J Only. Will keep you informed, Regards, Cornelis.

David Walker August 25, 2009

I thought you would like to know my 56 Golden Hawk was used in the movie WALKER PAYNE. Its in the movie store now DAVID WALKER SC.

Rob Pickering September 22, 2009

I recently found a 1956 Golden Hawk that was originally owned by my grandmother and then driven by my father in high school (who passed away several years ago). I have been trying to locate this car for some years, and have finally located it.

I really appreciate all of the information on your website; it has been very valuable in evaluating this car.

I would like to ask a couple of questions.

This car currently has a speedometer that only goes to 120 MPH. Did any of these Golden Hawks come with this, and if not, how hard is it to purchase the correct 160 MPH speedometer?

Sentimental value aside, what would the approximate value of this car be in the following condition: (I deal with autos for a living so I know this is hard to do without seeing it, but I am just looking for an approximate range). 10+ year old restoration which included a poor paint job (masked around trim, painted weather stripping, etc.), upholstery redone in good condition, but with improper fabric and needs a headliner and bows, engine rebuild 20+ years ago (all original), runs and drives fine, some lifter noise, runs 40 psi. oil pressure, no rust, re-chromed bumpers, new rear springs, all original glass, T-85 transmission. Serial number: 6031956 (cool that it is the 1956 serial number), body number: 56J K72369.

This car was registered by John Stanberry, I am looking at purchasing it from his widow.

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.

537 Terry D Wilson Mishawaka IN	SN 6033343 Prev. Owner Edward Ross Ball
538 Scott Nordman Paducah KY	Serial # 6030903 Former Owner Dave Newton
539 Dan Kerner Forestville CA	Serial # 6032777 Former Owner Larry Moug
540 Mark Yardley Berryton KS	Serial #6030469 6031495 Former Owner Jeff Darrell
541 James Hurd Statesville NC	Serial # 6032720 Former Owner John Frey
542 Cornelis Smit Kommenie Netherlands	Serial 6031921 Former Owner Eelco Folkertsma
543 Indrojit Sircar Ghaziabad Uttarpradesh India	Serial # 6032564

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 by 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 rstid@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

For sale: 56J Parts: New parts: Stainless Steel "Check-Mark" mounting brackets \$15/pr, Speedometer Cable (w/Ultramatic) \$50, 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, Jack Base, Jack Handle, Dip Stick, Tie Rod Ends, Door strikers, Motor Mounts, Hood Springs, 1956-57-58 Hawk window regulators (inquire), Ultramatic tail shaft seal \$10, 56J Exhaust Manifold gasket set \$25, '56 Hawk trunk lock housing assy. \$75, '56 Hawk front fender spears \$85ea/\$165pr., '56 Hawk Inst. lite switch \$25, '56 Hawk Climatizer switch \$30, Right front fender extension(all Hawks) \$35, Window cranks \$25, Int. door handles \$35, 12 Volt Sparton Low tone horn for 56J and other Hawks \$75 - 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, Spark Plugs \$15 (set of 8), Carburetor repair kits \$35 . Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com Phone 971-219-9687 (09-2009)

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

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)


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)

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).



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In this Issue

- **PHIL BRANDT** DETAILS THE PROCESS OF REPLACING THE T-85 TRANSMISSION SEAL.
- **STU CHAPMAN** HAS WRITTEN A BOOK AND SPOKE ABOUT IT AT OUR DINNER IN CEDAR RAPIDS.
- **JACK NORDSTROM** HAS INFORMATION ON CAR PRICES AND OVERHEATING.
- **1956 GOLDEN HAWK RESTORERS GUIDE VIDEO** IS NOW AVAILABLE ON A DVD .
- **THE 56J ONLY** INDEX IS NOW AVAILABLE VIA THE WEB SITE, EMAIL OR MAIL.
- **BILL GLASS** ASKS WHY ALL THE FUSS ABOUT OIL PUMPS AND WHAT ABOUT CAR HEIGHT.
- **BILL HUGHES** HAS A QUESTION ON THE COLOR OF THE WHEELS.
- **TOM KAISER** REPORTS THAT FAMOUS PACKARD EXPERT BOB ALLER HAS DIED.
- **INDROJIT SIRCAR** IS TRYING TO GET THE ONLY 1956 GOLDEN HAWK IN INDIA RUNNING.
- **DAVID WALKER** INFORMS US THAT HIS CAR IS IN THE MOVIE, WALKER PAYNE, IN STORES NOW.
- **ROB PICKERING** IS TRYING TO BUY THE CAR HIS GRANDFATHER BOUGHT NEW.



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