



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

The Packard Family Crest and Packard Script are registered trademarks of The Packard Club, PAC, www.PackardClub.org and are used with permission.

NUMBER 065

ESTABLISHED JANUARY 1, 1989

FEBRUARY 2010

Tighten Up That Old Starter

By Phil Brandt

Starting a couple of years back my starter began acting up occasionally. It had a dead spot in it and every once in a while I had to get out and bang on it with a hammer in order to get under way. This was embarrassing for both me and the Studebaker marque so I rebuilt the starter last year. I polished the commutator, put in new brushes, rotated the contact bolt in the solenoid, and lubed everything real well.

Well after re-installing the starter I had all kinds of trouble getting it adjusted to engage right. I had the starter on and off at least a half a dozen times and it would not stay at the proper setting for engaging to the proper depth into the flywheel.

In the Spring of this year I took the starter out one more time to try to figure out what was causing the trouble. I found that the main lever that engages the starter drive was sloppy in a couple of places and the little barrel shaped pins that engage and dis-engage the starter driver were well worn (the starter had about 106K miles on it). I was surprised to find the dis-engage side of the pins worn the most. Tightening up the lever has made the starter work like new again. Here's how I did it: (see attached drawing)

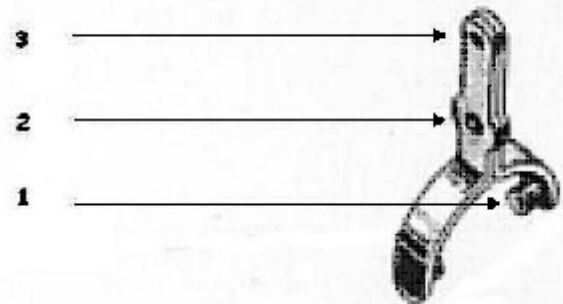
1. The pins that throw and pull the starter drive are pressed on to the lever. Use a vice-grip or a vice to grab the pins on the worn surfaces and rotate them 90% and you will have two brand new surfaces to engage/dis-engage the starter drive.

2. The center pivot hole was sloppy and gave the lever some play side-to-side. I peened around the edge of the hole with a ball peen hammer (both sides) to tighten up the hole and drilled and cut a piece of plastic shim to take up most of the room between the sides of the starter housing and the lever. I lubed the shim and lever well before re-installing.

3. The hole at the top of lever is where the solenoid attaches and pulls or pushes on the lever. This hole was oblong and nearly twice as wide as the pin that goes through it. This was the main reason I couldn't get the gap between the starter drive and the stop ring adjusted correctly. I filled the elongated hole with JB weld and let it

harden. Once hard I drilled the hole out to the same size as the pin that passes through it (I gave it just a slight bit of slop for expansion.)

Once I got everything back together I used a spare 12 volt battery to engage the solenoid so I could measure and adjust the drive-to-stop-ring clearance. I have two old auto repair manuals that give two different specs for that clearance. One manual says 3/32 gap and the other says 3/16 gap. I finally used the shadow left on the main shaft from years of the drive stopping short of hitting the stop ring for a proper adjustment (if memory serves me right the correct setting was in between the two suggested settings from the manuals). The starter works well and consistently now.



1606-29 From 56 GH chassis & body parts catalog p. 55

Starter Solenoid

Question and Answers

Ken Kidwell: Regarding use of 3 terminal starter solenoid for 56J, I can not find 4 terminal solenoid that is supposed to be used on my 56J. Obviously the 3 terminal works for the person who responded to my tech forum question, but what (if any) is the consequence of not connecting the "R" wire?

Bob Palma: The "hazard" (if there is one) of not connecting the "R" wire is that the engine will be starting on the reduced voltage through the resistor to the coil.

The purpose of that fourth terminal is to supply a full 12 volts to the coil only when the engine is cranking, to help it start faster.

As soon as the key is released from start, disengaging the starter, the ignition circuit from the battery to the coil defaults to run mode, wherein the battery's 12 volts goes through the ballast resistor before going to the coil, so the engine "runs" on about 6 volts, saving the points, instead of the full, hot 12 volts on which it started while being cranked.

By not having a fourth terminal and, thus, nothing to connect that wire to, the engine is "forced" to start on the reduced 6+ volts through the resistor. It will still start and run, of course, but in extreme conditions, it may not start as quickly.

If I had a 56J, I would seek a 4-terminal starter solenoid to have a full 12 volts available to the coil for the engine to start. But to say it is mandatory is incorrect. As Phil has demonstrated, the engine will normally start without the full 12 volts being supplied to the coil while the engine is being cranked.

NOTE: The correct starter solenoid for the 1956 Golden Hawk is Standard Motor Products www.smpcorp.com Part Number SS-202 (Brush Set EX-168).

It was also used on the following:
American Motors Corporation
Hudson Hornet and Nash Ambassador models 1956 with the Packard V8.

Chrysler Corporation models, Chrysler Part # 1889799:
Chrysler 1956-59 and 1960 Chrysler with Auto-lite starter
DeSoto 1956. 1956-59 except Firesweep, 1960 with Auto-lite
Dodge Truck Early 1956 with starter # MDF6006

If you go to NAPA, you'll end up with the Echlin ST-103 which is missing the fourth terminal.

Mysterious Cowl Tag Part 4

From Johnny Thiele



(Note: I wrote about this in issues 053 - 055. Fred K. Fox also wrote about it in the December issue of Turning Wheels. Johnny Thiele has supplied more information on the family)

I live not far from the birthplace of W. G. Knecht. The historian for our local newspaper grew up not far from there. I took the liberty of e-mailing her to see if she could uncover any more info about him.

She replied to my e-mail today, confirming his birth date in St Peter, Illinois. He was the son of John Henry and Mary Zink Knecht. She thought it was interesting that W. G. worked for Studebaker because David Knecht, from the same area, went to work for GM in engineering. She states that David is now retired and gave me his contact info. She states that this is David's family line and she thinks he may know a lot more about W. G. David's address is: 6300 Island Lake Dr, E. Lansing, MI 48823 saluki1963@aol.com

Who knows, if David is retired he may even be in Florida for the winter!

If you find out anymore about W.G from David, please let us know. (and maybe Fred Fox as well)

I notice David's e-mail starts out with "saluki" which is the mascot for Southern Illinois University in Carbondale, IL. My guess is that's where David attended college.

Hope this info helps to uncover more about W.G.Knecht.

(NOTE: Armed with this new information, I wrote to David Knecht. His response follows:)

Hello Frank and Johnny, Thanks for the inquiry, and yes you hit pay dirt because I am a relative of the former W. G. Knecht from St. Peter, IL. (Johnny, are you originally from the Vandalia area too?)

I too was born and raised near St. Peter and I graduated from Vandalia High School in 1959. St. Peter is a small (pop. 350) German Lutheran farming community which has an old and a new church cemetery, both of which are well populated with my (and Walter G.'s) ancestors. His full name was Walter Henry George Knecht, born 25 April 1897, died 10 April, 1982.

As Johnny correctly assumed, I'm a graduate of SIU Carbondale, and currently a General Motors retiree living in East Lansing, MI. That is enough about me, except that I also have an affinity for old cars.

To answer your question, I do have some articles/photos/documents about W. G. that I'm happy to share with you and/or the Studebaker Club, as you see fit.

With this response I'm including these 7 attachments:



1. A childhood picture of Walter with one of his sisters.
2. A photo of Walter by himself as a young adult
3. His S. S. Death record.
4. Copy of his obituary, which verifies his Studebaker employment.
5. Copy of Walter's Draft Registration Card for WW I (dated 05 June 1918).



- 6. St. Peter Village office holder listing showing Walter as city treasurer from 1919-1922.
- 7. Modern day photo of the main drag through St. Peter.

Hopefully this will provide you with the info you were seeking.

Dave Knecht

Going Home

1956 Golden Hawk Goes Back To The Original Owner's Family

On September 22, 2009, I received the following Email (full version printed in the last issue) from Rob Pickering:

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. This car was registered by John Stanberry, I am looking at

his widow.

I responded to John with the information I had, and then I got a call from Sue Stanberry. I originally heard from Sue in 2006, after her husband John passed away. We have spoken several times since, and have also corresponded by Email. She said John bought the car when it was twelve years old. We spoke at length, and then on October 2, 2009 Sue sent me two messages.

Frank - Thank you so much for the call back the other day and for sending me so much information. Your support has always been appreciated!

Yesterday, at the clerks office here in Crowley Co., I found a copy of the title that we got when we bought the car and it did belong to the guy's family. The lady who is our Clerk has been so good to save the old records of things and I understand she is one of only a few who continue to do this. Very helpful for a lot of people.

And why is it, when one person looks suddenly there is another one - maybe this too will work out just fine!! And I still have your newsletter and several phone numbers that I have kept from the times in the past years. And there may even be e-bay!! Although, I remain quite old-fashioned - hence the phone call to you! Again, thank you - Sue

About six hours later, Sue sent the following:

Frank - I just watched it go down the street to a new home! Actually, it went back to it's original family. Maybe that is what we were waiting on - or should we believe in that sort of thing? I did get the money I wanted and have encouraged him to register it with you. Hope he will. Take care - Sue Please comment.

It is always sad to see someone sell a car due to a death, especially one that was owned for so many years. On the other hand, the car couldn't have gone to a better new owner than to the grandson of the original owner. And yes, Rob did register the car with us.

1956 Golden Hawk Model

From Richard Atkinson

It's been a while since I last wrote to everyone on the above, and I'm pretty sure there may be one or two who have been wondering what might have been going on. Unfortunately, Crown Premium Models backed out of their previous desire to help us with the production of a model. I was disappointed by Crown's response, not least because I had to do all the chasing and telephoning from the UK only to receive the delayed 'No.'

So, not wanting to be defeated I kept an eye and ear out for an alternative supplier... and I may possibly have found one. The craftsman, Pete Kenna, is based in the UK, which has its ups and downs. However, Pete has created numerous models of all varieties (USA, European, etc) for various suppliers, amongst them Brooklin Models.

Pete specializes in 1:43 scale, so there are no opening doors, hoods or trunks. However, the detail of his products is very good. I have included a website URL for all to view. <http://www.kennamodels.co.uk> So, where does this leave the prospective model...?

I have had a lengthy chat with Pete, exchanged emails and sent a number of photos to him. The upside is that Pete has indicated that he would be very pleased to make a 1956 Studebaker Golden Hawk.

But, there is a 'however.' The however, is that Pete is a 'Mom and Pops' operation and he cannot afford to be holding large stock or cover the up-front costs of producing a pattern, create a casting, etc. Pete is prepared to work with us on the basis of committed advanced orders and deposits with a minimum order

requirement. The minimum is still to be negotiated, but you can see from his reply to me that Pete has indicated a minimum batch order of 50 units. My belief is that this is insufficient to bring the unit price down.

I have copied and pasted Pete's email reply to me, which I received on 1st October. You will also note that I have copied Pete in on this email.

- - - - -

Hello Richard After studying the photographs again here are a few rough costs for a 43rd scale hand built model:-

The master pattern would be around £4000 A set of castings would be around £20 and the casting company would want to cast a minimum batch of 50 . There would be additional various odds and ends such as axles, tyres, electro plating parts, vacuum formings (windows), boxes, labels, etc. The spraying and assembly would be around £60-£70 per model.

So not including the pattern costs the completed model would be between £85 to £95 (based on today's prices). This would, of course, be a quality model similar to my AC Greyhound (as on my web site www.kennamodels.co.uk). I could do special colours upon request but this would incur an additional charge. If you need any more information please get in touch. All the best. Pete Kenna

- - - - -

Please bear in mind that the price Pete has quoted is UK Sterling. If you used today's (Oct 7, 2009) exchange rate (£1.00 = \$1.58), each model would be around \$135 - \$150. Then there is the issue of the master pattern, which is over \$6,000. Last year, the exchange rate was £1.00 = \$1.95, so you can see how that affects price.

If a limited production run of 50 models were made, this would add a further \$126.40 to each model's price for the production of the master pattern. Finally, there is packing and shipping to add.

Now that all the groans can be heard across the United States in a collective sigh... there is an upside to this. Someone, Pete, is prepared to make a good quality product. Pete is prepared to do different color combinations, subject to price and agreement.

I believe that if we can get a reasonable number of units committed in advance, we could get this project off the ground. When I was speaking with Crown, they were talking about 7,000 - 8,000 units for production. I accept also that they were talking about a larger scale model with opening parts. However, in this instance, I don't believe we will be seeking to have this sort of number produced.

So, now the question is... who is still 'in' and who's dropping 'out' ...? And the obvious question is what unit numbers could be harnessed to bring the unit rate down?

Finally, I am sure that Pete would be happy to open a separate bank account in which all advanced monies would be paid in to and thereby, be protected.

I will post this email on the 56J Forum should anyone have changed their email address, additional interest, etc... Let see what comes in..! Richard Atkinson

Transmission Idea From Gus Daub



A fitting is attached to the filler tube, with a hose running from it to the vent.
Photo by Gus Daub

Frank, Attached is picture of my trans with the line from filler tube to vent fitting. Puke kit?

Peter Fitch just rebuilt that transmission! He mentioned moving the breather (I have one) to the tailstock. He said it helps them breathe and Packard had put out a bulletin to that effect. He said simply remove the tail, drill a hole and tap, clean up and put back on trans.

56J Dinner In Arizona Mike Barany has set things up for us

Thanks to Mike Barany, our dinner this year during the SDC International Meet will be on Wednesday, June 2 at 5:30 PM. The location is about 16 minutes from the host hotel at Marley's Restaurant, 18823 North Westbrook Parkway, Peoria, AZ 85382. This is a little farther away than our dinners have been in the past, but I think Mike has found a good solution. Here is what Mike had to say:

The area where we could have our meal has 5 tables with 4 seats each and 5 tables of seven seats each. So the room could handle 55. There is some room for overflow.

If we ordered from the existing menu we would not be all served at the same time, so the manager (Devin) suggested that the meal be catered. The cost would be \$12.99 plus \$2.75 for a total of \$15.74. To this is added 9.1 percent sales tax and 14 percent gratuity. The total then is \$19.58. There is also be a cash bar available, however, we are not required to purchase from it.

They recommended the STUFFED CHICKEN and the LASAGNA. The Mexican FIESTA could be a third alternative.

- - - - -

I will post a sign-up sheet on the bulletin board at the host hotel. If you would like to sign up early, just drop me a note and I'll put you on the list.

Mail Bonding

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



Gus Daub September 17, 2009

I found your wonderful videos last night. What a great job! The fellow who is painting my car has been doing an excellent job working from the Authenticity guide and pictures we took last year at Lancaster, but #'s 5 thru 7 are really outstanding. Sent him an email this A.M. so he can find the site.

I was looking at the interior videos and heard you describe the various color combos and how the trim relates to the colors. I have one question on that subject. What color should the vent door on the passenger side and the screen on the drivers side be painted? I noticed the one in the video was matched to the side kick panel.

I appreciated your pointing me to the articles on the Packard transmission pan in the news letter, where Gary Capwell briefly discussed the problems of the leaks he encountered when he used that pan. If you have his email address I would like to correspond with him. One last question, what color should I paint the gas tank?

Brent Hagen October 07, 2009

Thanks for your article regarding Jack Nordstrom's cooling information for 56J's in the latest newsletter. That reminded me to ask you if you have ever written an article explaining all of the different fan blades that were used on 56J's and Packards? To my knowledge there were a total of least four that I know of. Two from Studebaker and two from Packard.

The heavy duty, 6-bladed fan blade, used on 55 & 56 Packards with A/C was news to me. Scott Benson first told me about it. His first 56J lost a fan blade and the Stude dealer put a nos Packard six bladed fan. He was living in the desert at the time.

Packard fan blades are easy to distinguish from Stude blades as they do not have curved tips. I always wondered why S & P used different fan blades? Packard fan blades fit 56J's, so I suppose a 6-bladed fan would be another option for someone needing additional cooling for their 56J.

The Studebaker Chassis manual does not list the part number for the original 56J fan blade (famous for developing the cracks) but I managed to find it in the 1956 Preliminary Chassis Parts Manual.

Indrojit Sircar October 16, 2009
Hi Frank , Wasif and Brent

I would like to thank Wasif firstly for helping me get the details of my car and registering it with the 56J Only club. He had promised me to help me source these parts from abroad. And as he contacted Frank I just follow the link to get the parts. It was very nice of him to contact Frank to ask for help on my behalf. With all the information and help provided by Frank to get in touch with Brent.

And now, finally the man who made everything happen, Brent. He has been a great help to me. He has given me details of various items from time to time before I decided on what I want. .Apart from this he also made a very good offer which was, if I ordered them within the month August, he would give me a good discount. I have got what I was promised by him. He has been a great help all the while.

I received the consignment today after about a month or so. We decided to use Expeditors International for shipping as they offered attractive shipping rates as well as they agreed to ship our huge package. I would have got them earlier but September is a month of religious festivals so everything kind of comes to a stand still. We also had to get the shipment cleared ourselves as expeditors don't do that generally. We had to apply for an import export license to start with and after that was issued we just had to make a demand draft and the parts were released this morning. As mentioned by Brent I thank him for his excellence in his packing of the items.

I thank all of you for playing such a major role in helping me get this car back on the road. I will surely keep you guys posted on the happenings of the restoration.

William Oller October 16, 2009

I am going to take the body off my 1956 frame, but I have never done anything like this before. Do you know of a good manual or a "how to book" that shows how to remove the body from the frame. A recent article about adjusting the front fender identified that the inner fender is welded to the outer fender but did not tell me how to get the fender off. Your video series is GREAT!! - I loved them. Thanks.

Gary Willoughby October 31, 2009

Have been enjoying the newsletter and especially the videos. For years the Hawk has needed new mirrors. The original "one mirror" was loose and needed re-chroming.

The same mirror replaced was not what I liked for the money. Then I got to thinking all my favorite cars have had or been converted to bullet mirrors. Then I got to looking at the Hawk-- at the front fenders of the



Hawk--and that's when it hit me (dope slap on the forehead) bullet mirrors are the perfect replacement/addition. Heck, I don't see why they weren't original equipment. Of course that's just my view. But I think they're just the ticket. So what do

you think?

The mirrors are from Germany, new old stock and were fairly expensive. As Jennifer said, "but aren't they pretty?" I know this will take off points with the judges. I also know you are the "Guru of Authentic". But our cars are an unusual design, and I think this just completes the picture.



Matches the Parking Light

Make Barany November 10, 2009



Enjoyed the restoration video you posted on YouTube, and yes restoration is an exercise in financial diarrhea. Under another email I will send you 3 or 4 photos of my Hawk restoration. Thought you might enjoy seeing

these. I thought I would share them with you since you shared yours with me..

Jimmie Facklam November 11, 2009

I just bought another 56J Vin (6800079). I picked up this 56J last week end in Farmington CA. The car was in behind a house in the country with walnut trees. Tthe car is full of English walnuts. The 56J has been setting for about 20 years in dry country, no rust anywhere on this car. Looks like someone had taken all the chrome off the car years ago for painting and never finished. All the parts are in the car including the best pair of check marks I have ever seen. Has Studebaker engine with a four speed floor shift and dash is 62 GT hawk. I now have (3) 56J Hawks.

Richard Phillips January 05, 2010

Help! The wires on my tachometer are destroyed. I cannot tell where they go. The only good plug is on the

tachometer. I hope someone in the 56J group can complete this designation for me, P.S. I drove the bronze/white Hawk you saw at Cedar Rapids.

Bob Sampo January 06, 2010

Thank you so much for the info. It looks like 6800331 is the car I am looking for. I viewed a couple of your files on youtube and the 56sghor is the color of my car. (hope that is Mocha??) I have tried to attach a picture of an article on my car with no luck, so I am mailing you a copy.

For your info when my father, Tony Sampo, developed the Jet Streak engine and got Studebaker to list it to be legal in USAC and Nascar, Studebaker told us that they saw 383 HP out of that but would only list it at the 330 HP.

Also the air cleaners where off a Corvette. I ran official 132.93 thru the 1/4 mile trap at Bonneville, and unofficial 162.1 mph at the mile trap. This car was driven by Danny Weinberg (also as Danny Hawk), Roy Prosser, Dick Rathman and Dempsey Wilson while running in the USAC stock car division. I will keep you informed on my progress of locating this car.

Don Girvan January 21, 2010

I have for some time, collected hood ornaments, emblems, parts and pieces from automobiles to be mounted on wood pedestals etc., rather than having them loose on a shelf. This I am now attempting to do. Pieces are of various manufacturers but mostly Studebaker of course! I want to get together a miniature display of the three years of Golden Hawks. I believe the 1:43 scale for this particular project would be about the right proportion. I already have a 1958/1:43 by "Yat Ming" die cast, white w/gold fins and am going to order from Stude International, a 1:43 Yat Ming in black w/gold fins which they advertise in Dec. Turning Wheels has a 1957 Golden Hawk. I hope they are correct on the year 1957 year or that Yat Ming realizes the '57 and '58 rear fins are a bit different. This leaves the vacancy of the most important one, the "glorious 1956 Golden Hawk". I'm happy with the quality of Yat Ming. I also have the two models of 1:18 scale die cast of the 1957 Golden Hawks and these will be a separate project, given to me by my son Jim.

In your newsletter re: models by Brent Hagen June 2002, and your own models in 2005 from Shrock Bros and your satisfaction with quality and authenticity. The 1:70 scale from Shrock would be too small I believe. Are you aware of any 1:43 scale of the 1956 Golden Hawk (having the same color of our own car sounds good)? I would also be interested in a 1:43 Starliner sometime in the future. Are the Shrock's expensive?

Haven't had my 56J out for two years. Getting old I guess. "My enthusiasm ain't what she used to be." The small problems end up as bigger ones in my mind, as I get older. But, I can still dream Frank. Awaiting your reply.

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.

- 544 Rob Pickering SN 6031956
La Junta CO Former Owner Sue Stanberry
- 545 Frank Wenzel SN 6030099
Palm Springs CA Former Owner Unknown
- 546 Roger Nelson SN 6800023
Salt Lake City UT Former Owner Unknown
- 547 C D Eldridge SN 6030300
Denver CO Former Owner George Rink
- 548 Richard Sandell SN 6031890
Garden City KS Former Owner Debbie James
- 549 Bob Cooper SN 6800022
St Cloud FL Michael Taurisano

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.

EMAIL CLUTTER: I easily get 100s of messages a day, most of which are useless and interfere with the more important items. PLEASE DO NOT send junk mail to me. This includes anything not 56J related, especially jokes, E-cards, political nonsense and religious items. Believe me, if you send it, I'll get it from 10 others also. Too much aggravation for me!!!

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: Hi, I want to sell my golden hawk. It has been years since I bought this car in running condition and its been sitting because the brakes were not working in safe order. Now it's time to sell her. I am sure you have many who would love to restore this car. I am Tracy Hosac in Orange CA. my phone is 207-604-6163. I once was on your registry years ago. This car is 100% original with tons of extra parts from another car, tons of chrome and just things. My husband just never wanted to restore this car and I just know nothing about cars and after 18 year since I bought her and she still is sitting waiting for her make over I think it's time for someone else to enjoy her. Since she was running when parked and not been turned over in years she will need tune up and what ever else, system flush? Fee free to contact me. Tracy tracy@parisrose.com (01-2010)

For sale: 1956 Studebaker Golden Hawk automatic, \$9,500.00 firm. For pictures and details, send email to strausstown1@verizon.net (10-2009)

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 (10-2009)

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: 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: Set of near perfect fins. I restored 2 56J's using three cars. The third car was junked due to frame and body issues but it did have good fins and stainless (no usable check marks) and other parts. The fins were carefully retored, primed and ready to install. Will consider offers but shipping might be costly because of size and packing requirements. I will deliver parts free to York. renda1007@yahoo.com (10-2009)

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 \$275, 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 through our web site*

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).



1956 Studebaker Passenger Car Manuals on DVD. (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 Golden Hawk Restorers Guide on DVD Contains a video version of the Authenticity Guide. **\$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

- **PHIL BRANDT** PROVIDES INSTRUCTIONS ON TIGHTENING THE STARTER.
 - **KEN KIDWELL** ASKS ABOUT USING A STARTER SOLENOID WITH 3 TERMINALS INSTEAD OF 4.
 - **JOHNNY THIELE** UNCOVERS MORE INFORMATION ON THE MYSTERIOUS COWL TAG.
 - **SUE STANBERRY** SELLS HER 1956 GOLDEN HAWK TO THE GRANDSON OF THE ORIGINAL OWNER.
 - **RICHARD ATKINSON** HAS AN UPDATE ON THE SCALE MODEL 1956 GOLDEN HAWK PROJECT.
 - **GUS DAUB** SENDS A PHOTO OF HIS TRANSMISSION MODIFICATION, WANTS TO USE A PACKARD TRANSMISSION PAN, AND WONDERS WHAT COLOR THE GAS TANK SHOULD BE PAINTED.
 - **MIKE BARANY** HAS TAKEN ON THE TASK OF SETTING UP OUR 1956 GOLDEN HAWK DINNER IN AZ, AND SENDS A FEW PHOTOS (1 SHOWN) OF HIS RESTORATION PROJECT.
 - **BRENT HAGEN** PROVIDES A LITTLE MORE INFORMATION ON THE COOLING FAN.
 - **INDROGIT SIRCAR** OFFERS A BIG THANK YOU FROM INDIA FOR HELP ON HIS 1956 GOLDEN HAWK.
 - **WILLIAM OLLER** NEEDS INFORMATION ON HOW TO REMOVE THE BODY FROM THE FRAME.
 - **GARY WILLOUGHBY** SHOWS OFF THE NEW SIDE VIEW MIRRORS HE PUT ON HIS CAR.
 - **JIMMIE FACKLAM** HAS BOUGHT ANOTHER 1956 GOLDEN HAWK.
 - **RIDHARD PHILLIPS** NEEDS HELP WITH HIS TACHOMETER WIRING.
 - **BOB SAMPO** IS LOOKING FOR THE 1956 GOLDEN HAWK HIS FATHER OWNED.
-



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

PLACE
STAMP
HERE

MAIL TO: _____

