



56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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56J Service Engine Replacements and Serial Numbers

By Bill Ladroga

I was reviewing Frank Ambrogio's authenticity guide video about serial and engine numbers on You Tube. It led me to dig for more information about the engine in my 56J!

I'm the third owner of my 56J. It was originally delivered to Dodge City, KS, probably in February of 1956, since the final assembly date was 1/30/1956. Earl Bailey of Colorado Springs, CO, was the original purchaser but he bought it from a Denver, CO, dealer in 1956. How it got from Dodge City to Denver is a mystery. Probably a dealer swap. His wife even had the dealer install a continental kit on it! It was the fashion of the day. I took the kit off in a hurry after I bought the car. Why spoil the looks of an otherwise beautiful design?

Earl sold the car to Chuck Stewart of Cañon City, CO, in 1993, so Earl owned the car for 37 years! No wonder it had over 100,000 miles on it! I bought the car from Chuck in January of 1995 but I called Earl to ask him about it before I did. I also purchased a copy of the production order from Studebaker International and verified that the body number was 6031654 and the engine number was supposed to be S2555.

Since 1995 I took it for granted that the engine number was there, stamped on the block under the oil filter. After the video, I decided to verify my engine number. I cleaned carefully under the oil filter where the looped tubing oil line for the filter comes out of the block. Lo and behold, the pad area was as-cast, not machined, and had no number stamped on it at all!

Then I remembered what Earl Bailey had told me in January of 1995, shortly before he died.

"The original engine and torque converter were replaced when new by a Texas dealer at 9,960 miles due to a defective valve train. The engine was overhauled at about 85,000 miles. We had family in Texas and we often went to visit them in the Hawk."

Over the years, I never gave Earl's comment about the engine replacement a second thought. I continue to discover that after 14 years of 56J ownership, I still get surprises about my car! But I asked myself, "If the engine was replaced and isn't the original S2555 engine, why

doesn't it have some sort of number on it? Weren't replacement engines numbered?"

It seems that a few other 56J owners like Bob Edwards have the same issue with no engine number. That's when I began snooping around like they do on PBS's "History Detectives."

With Frank Ambrogio's advice, we contacted Dwain Grindinger of the Studebaker Cooperator in Turning Wheels regarding the engine numbers on replacement Packard engines. Dwain wrote back, in part:

"... many times we hear from Studebaker owners who have an unmarked engine. The factory directed installing dealers to stamp the numbers from the old engine into the same place on the new replacement. It was a very important step because many states used the engine number, not the car serial number for title purposes up into the mid or late 1950s. Some of these unstamped engines are due to dealers not stamping them, **and many more were sold by Newman-Altman's Standard Surplus.** [Emphasis mine] Was Bill's [Ladroga] engine built for an AMC car having the engine number hidden under the exhaust manifold at the right rear?"

Dwain wrote again:

"From what I've been told, it is not possible to see the AMC engine number with the engine in the car. I don't know if you can do it with mirrors and a magnifying glass, but a Hudson guy told me it couldn't be done on a Hudson. The number would start with a P1001 or higher if it was from a 1955 Hudson or Nash. It would start with P21001 [sic] or higher if it was from a 1956 model."

Using Dwain's information, I jacked up my car and looked in the area he described. I couldn't find anything, even with a mirror. There is a small machined pad on the block but it looks like it's machined in order to clear the exhaust manifold casting. There's nothing stamped on the back of that pad towards the rear of my engine (see photo below) so it's probably not a Hudson or Nash engine. I believe they used the 320 CID Packard engines.



But I found something else while I was snooping around with my mirror in the hidden nooks and crannies. Apparently, my engine was originally painted a green-blue color that I can only describe as turquoise (see above)

and the present 56J factory red/orange that we all tend to call "authentic" was sprayed over it.

Relying on the resources and cooperation of our Packard owner brothers, I was able to get a copy of Packard Service Technical Bulletin 55T-33, dated July 14, 1955, entitled, "Service Engines, -- 55th Series." The bulletin resolved my replacement engine problem for me. A copy of it is shown below.

It seems that in 1955, Packard replaced some engines and called them "Service Replacement Engines." You have to wonder if it was a large number of engines since they had to publish a Service Bulletin.



The 55T-33 Packard Service Technical Bulletin, dated July 24, 1955 stated:

"Service replacement engines Part Number 458621, for models 5560 and 5580 are identical and were specified to be painted ivory color and equipped with Packard rocker covers. However, production built a number of these service engines (Part Number 458621) that were painted blue and had Clipper rocker covers.

In cases where the service replacement engine is painted the wrong color, we suggest you [the dealer] paint it the proper color and install the rocker covers from the engine that was removed.

Listed below are the engine color schemes as supplied in new production cars:

5540 - Clipper Deluxe, Clipper Super - Red with Clipper Covers

5560 - Clipper Custom - Blue with Clipper Covers

5580 - Packard - Ivory with Packard Covers

The casting number on top of the flywheel housing may be checked to further identify the engines. The 3-3/16" bore engine (5540) will have casting number 446521 while the 4" bore engine (5560-80) will have casting number 440275.

The bulletin was signed by H. N. Johnson, Assistant Service Manager.

The so-called "blue" engine color from Packard was probably turquoise and since my engine shows some of the turquoise color under the reddish-orange color it is now, it had to be one of the "wrongly painted" 5560 Packard Clipper Custom 1955 service replacement engines. It also appears the Texas dealer that replaced the engine not only didn't stamp it with the original S2555 engine number, but may have used the valve covers from the original 1956 engine since they are plain and painted flat silver. It makes you wonder if a 56J owner has valve covers that have either "Packard" or "Clipper" on them may also have a replacement engine.

Recently I had to remove my Auto-Lite distributor for rebuilding. This cleared up the space in back of the engine and I was able to get a good view of the top of the flywheel housing. Sure enough, there was the 440275-A casting number and the date 11-2-55 on top. See the picture below.



This photo shows the casting number on top of the flywheel which further proves I've got a 1955 Clipper Custom service replacement engine.

Kevin Waltman, web master of the Packard Information web site, published the following information about 1955 - 1956 Packard engines from the Packard International judging Guide on his web site, www.packardinfo.com:

From the PI Engine Judging Guide:

1955 Seniors - Ivory (Rockers Black with Ivory Letters, Chrome Optional)

1955 Clipper Deluxe and Super - Red (Rockers Black with Stick-on "Clipper")

1955 Clipper Custom - Turquoise (Rockers Black with Stick-on "Clipper")

1956 Senior - Bronze (Rockers Silver with Red Letters, Chrome Optional)

1956 Executive - Metallic Green (Rockers Silver with Red Letters)

1956 Clippers - Metallic Green (Rockers Silver with Red "Clipper" Letters)

Some 1955 Senior service replacement engines were accidentally painted Turquoise and equipped with Clipper rocker covers by the factory. Dealers were suggested to repaint the engines Ivory, and reuse the correct "Packard" valve covers from the old engine.

This only affects replacement engines. No cars left the factory with these incorrect engines installed.

Dwain also further wrote:

"I saw an original one owner 1955 Clipper Custom Constellation with 14K miles on it and the engine was turquoise. My 1955 400 engine was Ivory. Both cars were equipped with the Packard 352 CID engine."

It appears that I may have a 1955 352 cubic inch Packard Clipper Custom service replacement engine in my 56J -- if I go by the information Kevin gave me from the Packard International Judging Guide. That would make sense since the final assembly date of my 56J was 01/30/56 and there were probably more 1955 replacement engines around in early 1956 than the newer 1956 engines and the casting date of my engine was 11/02/55. I don't know when my original engine was changed in 1956 with 9,960 miles on it but with Earl Bailey frequently going back and forth from Denver to Texas, it was probably not too long after he bought it.

All of this information doesn't even address the statement from Dwain Grindinger that **Newman and Altman Standard Surplus** provided engines as well - which is probably a whole other interesting story for someone else to investigate. 1956 Packard service replacement engines were apparently all painted only bronze or metallic green (depending upon the model) and mine is neither color under the existing red-orange. So when you see a 56J owner at a show and his engine is painted ivory, red, turquoise, bronze or metallic green, you can't assume it's the wrong color without knowing the history. I remember attending a show in Massachusetts many years ago and a Cambridge gray and Snowcap white 56J was there with a bronze painted engine. I assumed at the time that it was painted wrong. Maybe it wasn't. But I guess buying an old Studebaker is like what Forrest Gump said in the movie, "Life is like a box of chocolates, you never know what you're going to get!"

[As a finale to this detective work, I wasn't willing to leave well enough alone so I dismantled the area around the oil filter, went to Harbor Freight, bought a 3/8" die set, and stamped S2555 onto the block where it belongs. If another compulsive owner like me wants to do the same, I'd advise him to be sure to use a heavy hammer to stamp the numbers. Those Packard block castings are tough! A very rough photo is shown after I did it but the number is almost impossible to see with paint over it.]



Please go to:

http://www.packardinfo.com/xoops/html/modules/newbb/viewtopic.php?topic_id=2080&forum=3&post_id=19900 for a discussion on Packard engine colors. It might help, or it might confuse things even more.

Kevin Waltman wrote that 56J owners are more than welcome to join the site. I wonder if you might say we have one of the first "hybrid" cars? Hm m m m m.

56J Tire Rim Valve Stem Problems

By Bill Ladroga

Like other 56J owners, I installed radial tires on my car to improve safety and handling. The original 5" wide Studebaker rims are not wide enough to take advantage of 215-R75-15 radials so it was suggested in the 56J Only newsletter issue 046 that MoPar rims, P/N 4238040 (15" x 6-1/2") or National Wheel & Rim Association (NWRA) #40273 or Hayes #82552 (both 15" x 6") be substituted. I bought five used 1980's Chrysler Cordoba 6-1/2" wide rims from a scrap dealer, re-painted them when I restored the car and fitted them with Coker 215-R75-15 wide whitewall radials. What a tremendous difference in handling from the original 7.10-15 tires!

Studebaker full wheel hubcaps AC-2738 and AC-2799 will fit the Chrysler rims and I have a set of both. But even with newly painted rims, the hubcaps eventually want to "walk" towards the front rotation of the rims and they end up "cocking" the valve stems over.

I bought four metal valve stems and had them installed. The stems are nickel plated brass, manufactured by Schrader and are P/N TR-501 for the 1-1/2" long stems or NAPA P/N 90-438. Schrader manufactures them in lengths up to 5".

The stiffness of the metal valve stems should prevent the full hubcaps from "walking" and prevent possible damage and/or leakage over the normal rubber stems. (See 56J Only newsletter 046, October 2003, for more information on tires and rims.)



Front tire, AC-2799



Front tire, close-up of cocked stem



Close-up, no hubcap



Metal valve stems



Metal stem installed



Hubcap centered

Mail Bonding

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



Dwayne Jacobson February 05, 2010

I sold one of my 56js to Roy Pearson. I now have only three in the barn. One rust free and the others have lots of rust.

I am in the process of purchasing 50 rust free CK rear fenders, some doors and other misc. sheet metal.

I am also starting a project to reproduce the front side grills out of aluminum or stainless steel. I currently have the items scanned and am having some machined out. I am not sure of the cost at the moment. I am doing the 53 C-K and the Hawk grills.

Mike Fitzgerald February 10, 2010

After a year of waiting, I now have the above car in my garage, where a restoration (resurrection may be more appropriate) now begins. I will need a lot of help and advice to get this one done right. Please suggest good sources of information as I want to read up as I begin disassembly and cataloging what I have and what I will need. Sources of parts services and supplies that you have found reliable would be greatly appreciated.

Ruben Mares April 27, 2010

Last time you heard from me I was having problems with my brakes. The brake peddle was hard to apply when I pressed my foot to make the car stop. I would step on the peddle half way from the corner stop sign and the car

would keep rolling to the corner. Well, I'm sending a hair raising incident that happened the other day which prompted me to send the car to the brake shop. A.S.A.P.

The afternoon of March 30, 2010, after washing and drying my 1956 Studebaker Golden Hawk, I decided to park her under the 60 foot canopy we have at the end of our 140 foot driveway.

Knowing that sometimes the car moves forward when I start it up and put the transmission in reverse, I told my wife Mannie what I was about to do. I put two 4"x8" red bricks at the end of the driveway so the car would roll and stop at the bricks. Mannie put a 4"x4" wooden block at the front of the Studebaker wheels so it wouldn't go forward.

I started the car and let it idle for about 10 minutes and then pressed the accelerator pedal to idle the engine lower. Then I put the transmission in reverse since the car was parked heading out the driveway. The front gates were open since I had an experience when I hit the gate last year doing the same thing as now.

I put the gear into reverse and the car went forward at idle speed and ran over the 4"x4"x2' long block and at the same time I applied the brakes but the car kept rolling out the driveway down into the street at idle speed. I kept bearing down on the brakes and even pulled out the emergency brake handle to no avail.

I turned right into the street and I'm lucky that no cars were about. I went down Navarro Street at idle speed pressing on the brakes and the damn car wouldn't stop. I came to the corner of Navarro and Lifur streets but I couldn't stop the car at the stop sign. I ran the stop sign and made my right turn and ran another stop sign at Oakland. All the while I had my right foot on the brake.

But the car kept rolling at idle speed down Oakland. I came to a knoll in the street and went down with a little speed and up around the corner onto Stockbridge Street, there is no stop sign at this corner, and again into Navarro street. I made my right turn while again trying to stop the car. I went up a grade on Navarro Street but I could not stop. I came to the stop sign in front of my house, but I could not stop and went through down Navarro.

I made the complete circuit two more times. Lucky there was not any car traffic about the neighborhood though the time was 3 PM. The third time I decided to head into my driveway at the idle speed. I ran the stop sign and made a wide right turn into the driveway which lost a little speed and at this time, I turned off the ignition. The car rolled to a stop half way into the driveway. I left the car there.

I will now have the Studebaker sent to the brake shop!!!

P.S. The brakes system is OK now! (May 2010)

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.

| | |
|--|--|
| 550 Mike Fitzgerald St Simons Island GA | SN 6032507 Prev Owner Walter Helms |
| 551 Wayne Morinville Dallesport WA | SN 6032899 Prev Owner John coop |
| 552 Alex Larkin Mission Viejo CA | SN 6800067 Prev Owner Budd Grossman |
| 553 Dave Clackum Cartersville GA | SN 6030522 Prev Owner Bill Dotson |

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"

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 - web.me.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: Premium quality solid core custom 56J spark plug wire sets now available. Please specify which type wire brackets you have on your 56J - early finger-type or later large grommet-type, and if you have a single or dual carburetors. Cost is \$56 + \$5 shipping. 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

1956 Sky Hawk and Golden Hawk headliner trim bows now available!! One set consisting of 3 pieces with ends tapered. \$89.95 per set (includes shipping). Contact Myron McDonald at 417-678-4466 or cell 417-229-2603 (05-2010)

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)

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 BondoBill@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. 

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

- **Bill Ladroga** provides information on 1956 Golden Hawk Service Engine Replacements and Serial Numbers.
- **Bill Ladroga** has a tip about metal valve stems.
- **Myron MacDonald** has lowered the price on the reproduction headliner bows.
- **Dwayne Jacobson** is considering reproducing the side grills in stainless steel.
- **Mike Fitzgerald** is looking for help on his 1956 Golden Hawk, newly acquired from Walter Helms.
- **Ruben Mares** finally got his brake problem resolved after quite a harrowing experience.



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