



# 56J ONLY



THE PERIODIC NEWSLETTER OF THE  
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)

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## 1/43 Scale Model 1956 Golden Hawk?

From Motor City U.S.A.

It started with an Email from Gene Parrill on July 29, 2010. The message follows:

*Our company (Motor City U.S.A.) is going to make a 1/43 model of the 1956 Golden Hawk. I am located in the Los Angeles area and need a car to photograph and measure. I use a cloth measuring tape so no metal will touch the car. (I am the owner of a 1953 Buick Skylark so know about these things.)*

*Is there an owner either in Orange County or LA County that I could contact?*

I couldn't believe what I had just read. I've been trying to get this project accomplished for the past 15 years. I'd written to so many scale model producers, but never received a positive reply. I either didn't hear from them, or was given a polite "we'll think about it" reply.

I emailed ten owners in the desired area and received a favorable response from Melanie Middien, Tom Gibilisco, Frank Wenzel, and Tracy Hosac. I informed Gene who said he would contact one or more of them.

Gene then put me in touch with Jeff Thomas, the owner of Motor City U.S.A. who resided in Germany. Jeff and I exchanged quite a bit of correspondence most of which centered on his being able to get information on the many details about the 1956 Golden Hawk. I told him I had it covered, and sent him a CD containing the Authenticity Guide, as well as a copy of the Restorers Guide DVD.

The following week, I sent both Gene and Jeff the web site address that contains (perhaps) all the specifications for the 1956 Golden Hawk. Pages 19-24 have virtually all, or most, of the measurements Gene needed. If you haven't seen in on our web site, it is a .pdf file. Simply go to our web site ([www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)) and click on "Options". Then click on "Consolidated Specifications" located in the second column of the table.

We've had some mild interest from companies willing to produce a 1956 Golden Hawk scale model, but so far nothing has developed. We'll see how this one goes.

## 1956 Wooden 56' Golden Hawk

By Bob Edwards

(Reprinted from The Toy Studebaker  
Collectors Club Newsletter)



Eureka! Finally, a true model of the "Grandfather" of Golden Hawks, a 1956 model and in a size I can hold in both hands, it's (1/15 scale) 15 inches long, 4-1/2 inches high. William (Bill) Brisbane introduced me to

Roberto's Models in Studebaker's monthly Turning Wheels. I waited impatiently for 14 months but I am very pleased and more than satisfied.

To start the process I took close up pictures and emailed them to Bill who in turn got them to Roberto in Brazil (Roberto does not own a computer). Roberto who had never seen a Golden Hawk studied each picture and then went to work including the fender mirrors and continental kit. I own an AMT, 1/25th scale Hawk model White/Green and have considered buying a Shrock Brother's '56GH but felt they are too small to my liking.



A molded or stamped "production" model may exhibit more precise lines but Roberto's attention to detail and ability to include options and colors plus the 1/15 scale

is greatly enjoyed and appreciated. This model is a true replica of MY 1956 JK7 Golden Hawk as it sits in our garage.

## 56J - Old Cars Weekly

Bill Ladroga's Car Is Featured

Owner Bill Ladroga's 1956 Golden Hawk appeared in the June 10 2010 issue of Old Cars Weekly. Bill wrote to me to let me know, as I no longer subscribe to OCW. Bill felt they could have been a little more accurate and wrote:

"I have to apologize for some of the errors that OCV made in the "Car of the Week" article, I wrote to Brian Earnest with the attached corrections if he ever wants to follow through with another article. "

Regardless, even with the errors, it is always good for all of us when one of our cars is written up in a major hobby publication.

## Gas Tanks & Sending Units

### C-K Models 1953 to 1964

<u>Year</u>	<u>Model</u>	<u>Gas Tank</u>	<u>Sending Unit</u>
1953-55	All C-K	532042	532261
1956	All C-K	1540201	1540263
1957	Silver Hawk	1540201	1540263
1957	Golden Hawk	1540201	1542895
1958	All C-K	1544597	1544825
1959	Hawk USA	1544597	1544825
1959	Hawk CAN	1546316	1544825
1960-64	All C-K USA	1544597	1549575
1960-64	All C-K CAN	1546316	1549575

## How to save gas - Hypermiling

### Motor Trend - June 1956



**1956 Studebaker Golden Hawk  
Fuel Economy Test Vehicle**

Can you duplicate Economy Run driving on your vacation trip? Sure, if you want to, but you won't have much of a holiday. You'll never open a window, never turn on the

radio or ventilating fan, and you won't drink any liquids because if you do you'll have to stop occasionally, and stops waste gas!

But how much would you actually save in gas bills? To give you a definite answer, we did comparative runs on a 1956 Studebaker Golden Hawk, equipped with overdrive. Our mileage ranged from 17.25 mpg to 19.67 mpg to 41.59 mpg (that's correct); all these are figures averaged over our entire course, which contained no steep grades and no heavy traffic. It wouldn't be fair to compare them with actual mileages on the Mobilgas

Run, but it's intriguing to note that our average when driving as the Run drivers did was less than 0.3 mpg from that of all this years official Run cars.

### How We Did It

**17.25 mpg:** It was no chore at all to get this healthy figure from the Golden Hawk. We drove as we thought most drivers would under ordinary conditions . We used Overdrive on the highway, but not in town; took off and stopped smoothly but without undue caution, and did not coast. Our windows were open because it was warm, and we played the radio when we felt like it.

**19.67 mpg:** For the small margin, we had to sweat this one out. Up went all the windows (Lowers aero drag of course!), the Overdrive button was firmly pushed in and remained there, making possible some coasting below cut-in speeds. The Radio stayed off. As soon as the engine caught, we took off (this is of little import when the oil has been circulating, of course; but as practiced in the Run, it means more cylinder wear than makes sense). We drove far ahead of ourselves (Anticipatory 3 lights out - Hypermiling), making use of the brake or other sudden moves of any kind unnecessary. We cultivated a feather-light foot on the gas. In short, Economy Run driving takes all your attention, stern self discipline, and is no-fun. What price a 2-1/2 mpg saving? Yet there is one Economy Run tip on which you can't lose, whether your interest is in economy, safety, or just being as skillful a driver as possible: that's watching the road ahead, terrain, and other cars included. Not only will your mileage improve; as your new technique becomes habit, you will find you enjoy driving more. So will your newly relaxed passengers!

**41.59 mpg:** This was easier to achieve than the 19 mpg. Here's how to do it. With the transmission in high gear, accelerate with the throttle floorboarded to 25 mph. Then simultaneously turn off the ignition and push in the clutch. When the car's speed has dropped to 5 mph again, turn on the ignition and start the engine by popping the clutch. Down to the floor goes the accelerator, and you're off again!

An important part of this strange procedure, understandably enough, is to have the tires inflated to high pressures. Although we used a mere 45 psi, the originators of the method went as high as 110. The tricks we used might be of help if you found that you were running out of gas far from civilization. The antics of the men that who ran the original Shell Wood River Mileage Marathon were weird and wonderful, and netted them as high as 158.36 actual mpg. They have, however, no practical value.

Some engine tuning was done, naturally, but it pales in significance before the other harsh measures. Here are some of the gimmicks used: Oversized tires with the treads filed off; extra high rear axle ratios; +SAE 10

lubricant in transmission, differential and front wheel bearings, planed cylinder heads to raise ratios very high; and disconnected fan belts. Combined with the very curious method of driving, they did the trick.

## Lost But Not Forgotten

*The Story of Serial 6032105*

Bill Wolfe from PA joined our group in our first year as owner number 054. In 1995 he wanted to sell the car. As luck would have it, Sam Margarino of New Jersey wanted to buy one. I put the two together, and the deal was made.

A week after he made the purchase, Sam called me and said he wanted to sell the car. That was the last I heard from Sam and the last I heard about the car.

One day in August of this year, I stumbled upon a web site which indicated that a man named Sam Margarino of Sparta NJ won an award with a 1932 Ford Roadster at a show in Tulsa OK in 2008. I did some Internet sleuthing and found an address for Sam and wrote to him asking if he was the same Sam who once owned the 1956 Golden Hawk.

I didn't hear from Sam, but I received a letter and a couple of photos from Paul Commarato of Mountainside NJ. Paul had purchased the car from Sam in February of 1996.

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### Here's Paul's Story:



I purchased my 1956 Golden Hawk with Serial 6032105 from Sam Magarino in 2/1996. I have entered many car shows and was a winner in the majority of the shows including

Nationals.

I have enclosed a picture of the car (still all original) and a picture of some of the trophies the car won.

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I'm not sure if Sam contacted Paul, or if Paul just decided to write just when I was inquiring about the car, but in the past 20+ years, I've found that most of the "lost" cars will turn up if I exercise a little patience.

Although it's best to know the current whereabouts of all the cars, sometimes the best I can do is have the information on the last known location. It is unfortunate, but in the past twenty-one years, I've found that most people will not respond when I inquire about a particular car. This is true for former registered owners who have sold their car. When I haven't heard from them in four years, I write asking if they still own the car, but they won't respond. They don't even answer an Email. My only hope

is that the new owner will register the car with me, even after fifteen years.

## Mail Bonding

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



### Armando Fernandez June 04, 2010

(Submitted by Bob Edwards Jacksonville FL)

Hello! I had a Golden Hawk in 1956 in La Habana, Cuba; the fastest car in Cuba; almost killed myself in a drag race in Havana; going 130 mph, and lucky the structure of the car saved my life. I'm looking for pictures, photos, data of the Studebaker 1956 Golden Hawk for memorabilia; here in MA, there is very little Studebaker back-up. If you can send me anything, I would appreciate it....

Thank you very much....

**(Note: Bob responded with photos of his car)**

Thanks a million; just like mine;...the Black Widow....I just beat a lot of Buick Centuries of those years in many races!!!!

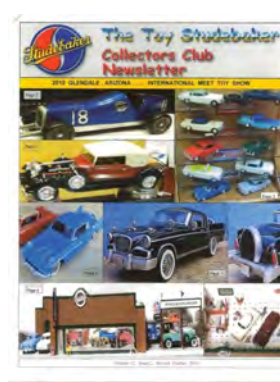
Again, Thanks a million; before the Golden Hawk, I had the 53 skyline the very first one in Havana; and then in 1959 was ready to purchase an Avanti, but then came Fidel Castro to Cuba and everything was done for Cuba..... Again, thanks a lot....

### Ruben Mares June 28, 2010

Thanks for the write up in the newsletter. I think I waited too long to find out about my brake problem on my Studebaker. I was lucky that I made it home that day.

Anyway, everything is OK now. I drive my Studebaker around the neighborhood now and then, just to keep her going. Enclosed is money to help you pay for the services you render in keeping us informed and showing us where to get parts and materials for our cars.

### Bob Edwards July 10, 2010



The JULY Quarterly issue arrived Friday. As promised , our '(Model) '56 GH , made center stage (Cover) with text on page 7. This is a very interesting Newsletter if you're interested in models. If you would like more information on the Newsletter or Club e-mail me and I'll forward it.

There are also a number of Avanti models pictured for you Avanti enthusiasts.

**Richard Atkinson July 21, 2010**

I thought I'd send you some photos that I took on Monday.

I had the car inspected by an independent restoration specialist, who will write a detailed report over the next 3 weeks, I hope! Needless to write, there are now some issues that require resolution and not much progress will be made before September.



**Mike Barany July 30, 2010**

My car was 99.9 percent done and ready to be shipped to the meet. Scott Benson, the fellow who was (is) doing the work started up the car and something let go in the transmission. It turned out to be the asbestos in the clutch just peeled off. It was not known at the time exactly what the problem was, so rather than take any chances of additional damage, I decided just to forgo the concourse. I already had my 79 Avanti in the show. (2nd place, one of many). If anything I was upset that I was not upset. Scott was livid!

Since then the transmission has been fixed and Scott has been test driving the car. I'll try to pick it up in mid-August.

Scott had also just restored a 56 Sky Hawk (finished it a week before mine) and it received 392 points at the show. Scott said mine would have done better; however, I am not sure if he was trying to make me feel better or if it really would have.

I grew up in South Bend and am back there quite frequently. So I will have my car there in 2012, so you and many of my old high school and college friends will have a chance to see it then. I'll most likely keep it there for the entire summer.

**Bob Modell August 22, 2010**

Update from San Diego: Serial Number 602217 is back on the road as a daily driver. Purists, stop reading now. The car has some modifications. I'll start with the exterior. It is now all black instead of the original doeskin and mocha. I put a set of Corvette flags on each side under the Studebaker script, (explanation to follow). All the chrome has been redone and the stainless steel cleaned and polished as best as I could do. I also added the vinyl inserts from Stuart Tritt on the hubcaps.

The chassis has been changed a little. Turner disk brakes on the front, and rack and pinion steering have been added.

Inside, a Phantom Auto upholstery set, professionally installed. I had the seats and seat backs sandblasted and powder coated before having the upholstery installed. A new steering column and steering wheel was necessary for the engine swap.

The engine is a 1972 Corvette 454 professionally rebuilt, including porting and polishing and a mild cam, hooked to a Chevy 700r4 overdrive transmission.

So, outside, other than the Corvette flags, it looks stock. Inside, except for the steering column and wheel, it looks stock.

It's a blast to drive and I get comments every time I drive it. Several people have taken pictures of it.

Next improvements: getting the rear springs reshaped, a helper spring added and new bushings, new rubber seals all around, aligning the doors, new catches and then ?...

**Rodolfo Jacques September 9, 2010**

Thank you for the 6032251 production order. That is the car that I remembered as being a white and gold Texas car. I can read the (on-Line) newsletter ok so you can stop mailing me a copy.

Trying to decide on this white and gold or a white and romany red for the car colors. Using the original style color scheme. Would the engine bay have the sides painted red or gold and the firewall white if I use either of these paint schemes?

Also is there a reference as to the paint mix to get the snowcap white, the sunglow gold and the romany red? (is the romany red the deep saturated Ferrari like red???) I most probably would be using PPG duo coat. I doubt there is an equivalent to those colors in that brand straight out of the can.

Is the Ford red engine paint a close enough match for the original Studebaker red?

**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.*

554 Paul Commarato SN 6032105  
Mountainside NJ Prev Own Sam Magarino

555 Chuck Streich SN 6031985  
Williamstown NJ Prev Own Vito Paolantonio

**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



er-golden-hawk.html

**For sale:** 1956 Golden Hawk, frame off just completed, unbelievable car and unbelievable price, details at "studebakers forever click on archive 2010", or <http://kenmotorsports.blogspot.com/2010/09/1956-studebaker-golden-hawk.html> or call 804 776 6215 or [renda1007@yahoo.com](mailto:renda1007@yahoo.com) reducing collection, VA (09-2010)



**For sale:** 1956 Studebaker Golden Hawk, factory installed 352 Packard V-8, converted long ago to

3spd, now has 5spd, also has GM fuel injection (saved all original parts). Very nice recent repaint Cambridge Grey, new tires, has 64 GT Hawk TT posi. Black interior very nice, new clutch, low miles on engine. Always a Colorado car and very rust free. Really smooth and Really fast. Frank 303 619-6005 [franknek@comcast.net](mailto:franknek@comcast.net) (07-2010)

**For sale:** 1956 Golden Hawk, 6031268, Packard engine with two fours, Overdrive on the column, no power steering and no power brakes but complete. Runs but needs restoration. \$4995. Gary Shaw, Tennessee, home 423 257-8235, cell 423 426-1356. (07-2010)

**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](mailto: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](mailto: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](mailto:galaxie500@roadrunner.com) (10-2009)

**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](mailto: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](mailto: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](mailto:johnscianna@sbcglobal.net) for more info (make specific requests) or I can be reached by phone at 559-709-3229. [virgilex@yahoo.com](mailto: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](mailto:studebaker56j@mac.com)  
- web site - [web.me.com/studebaker56j](http://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](mailto: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](mailto:ghawk352@effectnet.com) Tel: 971-219-9687 (09-2009)

**Wanted:** High tone horn for my 56J. Bill Ladroga, (941) 378-7070 [ladroga@juno.com](mailto: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](mailto: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](mailto: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](mailto: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](http://www.studebaker-intl.com)  
[info@studebaker-intl.com](mailto: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](http://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](http://www.studebakerfarm.com)  
[studefarm@yahoo.com](mailto: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](mailto: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](mailto: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](mailto:chuck@studebakerparts.com) On the web at :[www.studebakerparts.com](http://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](mailto: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).

 \$20.00 \$20.00 \$11.00 \$11.00 \$11.00

**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***

- **Motor City U.S.A.** is planning to produce a 1/43 scale model of the 1956 Golden Hawk.
- **Bill Ladroga's** 1956 Golden Hawk is featured in Old Cars Weekly.
- **A Chart** showing the different gas tanks and sending units is provided.
- **Paul Commarato** solves the mystery of the whereabouts of SN 6032105, missing since 1996.
- **Bob Edwards** forwards some correspondence with Armando Fernandez who owned a 1956 Golden Hawk in Cuba.
- **Ruben Mares** is happy with how the brakes work in his 1956 Golden Hawk.
- **Bob Edwards** has his 1956 Golden Hawk scale model featured in the Toy Studebaker Collector magazine.
- **Richard Atkinson** is making progress on his 1956 Golden Hawk restoration project.
- **Bob Modell** has his 1956 Golden Hawk back on the road with a few modifications.
- **Rodolfo Jacques** is trying to put his 1956 Golden Hawk, body from one car, frame from another, together.



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