



# 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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## PRODUCTION ORDER ERROR

*Serial Number 6800277*

On October 5, Gale Downer registered serial number 6800277 listing the engine number as S2149. When I checked my data base, I found that the engine number showed S2194. I thought Gale might have transposed the last two digits. However, I had included a note on the production order indicating that S2194 was the same engine number for serial number 6800267. Thus both 6800267 and 6800277 both showed S2194 as the engine number.

We are fortunate that this car has survived and that Gale took the time to register it with us. I suppose that 50+ years after the fact, it isn't all that important, but as long as we have the correct information, I felt obligated to document it. And, it helps fill up the white space in the newsletter.

### V-8 Emblem

*Where Does It Belong?*

STUDEBAKER PASSENGER CAR ORDER AND INSPECTION RECORD		FACTORY ORDER NO. X8215	ENGINE NO. S 2194	VEHICLE NO. 6800277
DATE SHIPPED JAN 16		FIN. DIV. 12	MODEL AND BODY TYPE 56J K7	TRUCK NO.
SALES DEPARTMENT P-2(9)		FLYING NUMBER	STYLING NO. 14-597	
PLANT NO. P 45h1 CE-3W	TEST NO.	LEFT CONTROL RIGHT	VEHICLE NO. 147 331	
DATE TO SHIP	V. A. CLEAREN	TIRE SLIPS	TOTAL P.C.T. 51356	
HOW TO SHIP	SEAB BATH	PAINT VEHICLE	BLACK TRIM WHITE	
IC-345	HALL NUMBER			
OTHER SPECIAL FEATURES				
20	52			
23	55			
24	58			
25	70			
26	72			
27	74			
28	75			
29				
30				
31				
DESTINATION: ANAHEIM, CALIF.				
DATE FINAL ASBY.	FINAL INSP.	DATE		
DATE SHIPPED	INVOICE NO. 9917	SHIPMENT NO.		
JAN 1 9 1956				

The V-8 emblem was introduced very late in the model run, with Engineering Master Change Notice.. 22312 on 04-12-1956. In the field titled, "When Effective", were the words, "As soon as possible". Thanks to Richard Quinn for supplying this information



V-8 emblem used on Hawks

The first car with that 04-12-1956 Final Assembly Date was Serial Number 6032710. It is doubtful that any cars from that date were fitted with the new emblem. It may have taken several days or even weeks for the change to enter production, especially if the emblems had to be ordered.

I asked Gale to recheck the engine number and sure enough, he had listed it correctly as **S2149**.

Here is Gale's reply:

*In reference to the engine # on my car, 6800277, I can say the engine # is most definitely S2149. Apparently the Last 2 numbers on the production order were reversed.*

Since the engine is still in the car, it is obvious the production order is in error. You can see on the original production order, that the engine number listed is prominently displayed as S2194.

During the course of converting the original production orders to my data base, I noticed several errors. In fact, the very first two production orders for 6030001 and 6030002 showed the engine numbers as K1001 and K1002 respectively, even though both cars had automatic transmissions. These should be S1001 and S1002. I later found that engine number K1001 was on serial number 6030104 and K1002 was on 6030534.



V-8 emblem, driver's side

indicates the emblem had a "Chrome Plate" finish.

The Part Number for C-K models was 1314806W. Oddly there was a different Part Number 1314805W for the emblem used on sedans and wagons. The "W" on the end of the Part Number

However, I have never seen any documentation that indicates where the emblem should be placed. I've seen photos of cars with the emblem on the front fender in front of the wheel well, as well as on the fin. If you have an Authenticity Guide, the description on page 12 states, "The most accepted location is under the Studebaker fender script". It appears that this may be in error.



V-8 emblem, passenger side

A r o u n d November 16, 2010, several owners informed me about a car up for auction on Ebay. The listing indicated Serial Number 6033404 with an odometer reading of 38,006.8 miles. I wrote to the

seller, asking about the car and received the following reply:

- - - - -  
*A lady owned it however it was in Wayne Woods name. my email is lhemeway@westmetroauto.com we are selling this for the owner. thanks Lloyd - westmetroauto*

Although I contend that no 1956 Golden Hawk is original after more than half a century, this one probably comes as close as any. The Final Assembly Date was August 13, 1956. Therefore, some time during the production of the prior 700 cars, built between April 12 and August 13, the V-8 emblem was added to all the cars.

## Trunk Floor Color

That same car described above brought up another question asked by Bill Ladroga.

*A question came up while I was looking at the photos of the eBay 56J. I'm assuming that this is a late car out of South Bend and the color looks like it may be one of the Spring colors, Rosebud, with Snowcap white trim. The car is supposed to be all original with 38K miles on it.*

*As I look at the shots of the trunk, I see that the trunk pan is painted Rosebud and the insides of the fenders are the usual light grey that I'd expect. I've always thought that the trunk pans in all 56Js were grey too, just like the fenders. Any thoughts?*

I don't have an answer for that. I always thought the entire trunk was painted gray also. At Studebaker, it was pretty much "anything goes". I suppose it's possible the trunk floor color was changed late in the model run. If the trunk floor matched the body color, I would suspect the entire floor pan would also match.



Trunk floor painted Rosebud  
 Wheel well painted Gray

Studebaker introduced six new two-tone color combinations in April 1956. These are listed below with the number of cars produced shown in parenthesis.

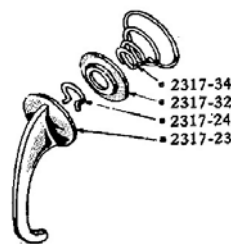
- P5664 Rosebud/Snowcap White (21)
- P5665 Snowcap White/Redwood (56)
- P5666 Redwood/Snowcap White (8)
- P5667 Seaside Green/Midnight Black (5)
- P5668 Daybreak Blue/Cambridge Gray (1)
- P5669 Snowcap White/Yellowstone (9)

At the same time, P5642 Tangerine/Snowcap White was dropped from the paint option list.

## Door/Window Hardware

### Plastic Escutcheon?

A question from owner Ray Martin caused me to do some checking in the parts manuals. This question has come up before with my friend's 1957 Golden Hawk. I've seen some cars that have a plastic escutcheon about 3/8" thick, between the door handle/window crank and the interior panel. I don't believe these plastic escutcheons were used on the Golden Hawk in 1956.



A check of the parts manual revealed the following:

The inside door handles have a thin metal separator (2317-32 PN 1312647) that goes between the handle and the spring. See section 2317B. The parts manual indicates that this was true for all 1956-1958 C-K models.

The inside window handles also have the same thin metal separator (2320-97 PN 1312647) that goes between the

handle and the spring. See section 2320F. The parts manual indicates that this was true for all 1956-1958 C-K models. However, it also lists an escutcheon, PN 1319242 for 1958-K7 (Golden Hawk) models.



In either case, there should be no plastic escutcheon between the handle and the panel on 1956 Golden Hawks.

## 1/43 Scale Model 1956 Golden Hawk

*From Motor City U.S.A.*

In the last issue, I wrote about Motor City U.S.A and the company's desire to produce a 1/43 scale model of the 1956 Golden Hawk. Gene Parrill wrote to me on July 29, 2010 asking for the names of owners in the Los Angeles area. He wanted to take car measurements. The owner of the company, Jeff Thomas, would be in charge of the project.. The three of us corresponded over the next two weeks.

Then on November 05, 2010, I received a phone call from Jeff and we had a lengthy conversation concerning the effort to build the scale model. Things would be moving slowly at first, but once much of the preliminary work is completed, Jeff expects things will move at a faster pace.

1/43 scale models have traditionally been priced somewhat higher than other size scale models. In checking around the Internet, I have learned that Motor City models are of excellent quality, though rather pricey. I did not find a single negative comment or review.

These will not be a mass produced item, will have a low production total, perhaps less than 200. Motor City U.S.A. is a smaller company, and Jeff assures me that the result will be something of which we will all be proud. Jeff also alluded to some rather interesting options that may become available later in the run. Much depends on the amount of acceptance for the model.

Jeff could not give any kind of time frame or expected completion date as there are simply too many variables with which to contend. This is especially true during the early phase. However, over the next series of newsletters, I will try to provide updates as I become aware of them.

## Renewal Time

*The Four Year Rule*

Since I don't collect yearly dues, I have no way of knowing when someone sells the car, no longer wants to be on our Register, or has passed away and the family has no interest in our Register. To help keep my records up to date, I will send you a renewal registration if we haven't

corresponded in the past four years.. If you receive one, you can let me know your situation. Here's how:

1. Complete and return the form by mail.
2. Send an Email to me,
3. Call me and leave a message.

Once I receive your answer, you will be registered for another four years, or dropped at your request.

If you do not return the form, I will be forced to drop you from the mailing list. You will no longer be listed as an owner, and the car(s) will go into my "unknown" file.

## Update - Want Ads

I've sent messages to most of the people who have an ad on our web site and in the newsletter to see if the ad is still valid. Please check the ads and if you have one listed that you would like to update or remove, please let me know.

## Mail Bonding

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



**Stephanus Booyan**    October 18, 2010

I don't know if you read all the mail you receive or respond to them, but I've got a short story to tell so I'm going to tell it anyway.

My Name is Stephanus Booyen and I live in Pretoria South Africa. My father passed away almost 3 years ago and I believe he registered his car with you, since I still receive your newsletter on his old email address. He bought his car in 2007 in America and had it shipped to South Africa. He started with the restoration but passed away in a plane crash about 2 months into the build. The serial # is 6031561 and the body # is 1936. I had to finish the car for him, and got it done about a year and a half ago. Three weeks after he passed away DHL delivered a 352 Packard engine sub assembly and I had no idea why.

On completion of the restoration I noticed a bearing knock in the engine and that eventually explained the new engine. I started struggling with the ultramatic gearbox, being the only 56J in the country. I had to try and import all the parts and rely only on the service manual for help. I could not find all the parts I needed so I modified a TH 350 and I haven't looked back since.

My dad was a true lover of Studebakers. Including the Golden Hawk he had 9 Studs in good running order. Including a 1927 Erskine, 1929 Commander, 1936 Dictator coupe and 1949 Commander starlight coupe.

The reason I am contacting you is because I want to rebuild the original engine and get it back in the car to keep its original numbers.

I found a site that sells engine rebuild kits for Packards called Kanter.com. Would you recommend their parts or rather someone else's? And should I consider overhauling the Ultramatic gearbox for the sake of originality or does it not really matter that much? I attached a few photos of my car as it is now.

Thanks for your time and hope to hear from you soon.

### **Doug Jackman** November 13, 2010

From time to time I see questions concerning the correct ride height of a 56J, so thought I'd toss in my two bits worth. When I restored our car, I bought what was possibly the last set of NOS front and rear springs from Newman & Altman (ca 1996). These were not reproductions, and had the Studebaker part numbers stamped on them. These were the heavy duty springs (pns 536513 rear, and 526125 front). Consequently, I've attached a photo of the car sitting on level ground (that's all we have around here) with the tires (BFGoodrich Silvertowns, 7.10X15) inflated to 30 psi (psig, for you engineers).



The distance from the lower surface of the wheel well moldings to the ground was 27-5/8" front, and 24-3/8" rear.

Keep in mind that the restoration is 10 years old (first shown at Madison in 2000) but I

don't think the car has settled very much if any.

Maybe someone would find this of interest. I'm just saying that's what my car measures, not that it should be established as a standard.

### **Doug Button** November 19, 2010

I've heard of you and your site over the years, but finally have the opportunity to join. The 56J has been one of my favorites, partly from stories my Dad had, about one of his friends who had one.

I am developing a company as a hobby now, but hopefully to grow into a more substantial resource for classic car enthusiasts. You can visit my website at [www.timemachines.co](http://www.timemachines.co). If you would like, you can put a link to it from the 56J site. I am continually trying to build my inventory, and services. The radiator repair may be a service that is not readily available elsewhere. Use it how you think appropriate.

You can also see pictures of my cars on that website. One is in the "Garage", the other in the "Parts Department." The second car I purchased from a gentleman in rusty, but original condition. Bringing it home, I was involved in an accident and the trailer the car was in rolled. I then found the first one in St. Louis. Thanks for your efforts!



### **Jay T Prater** November 27, 2010

Had intended to send a note, but lot's has been happening. On Thur. the 11th. I had a bad fire at my shop and lost everything. Ten vehicles in all including the 56 Stude. The others were , 46 Ford Conv., 51 Ford Conv., 61 Chev Conv., 49 Ford pickup and a 49 Ford 2 door. The 51 and the 61 were near completion and perfect cars. The 46 and pickup also perfect and 75% finished. Also lost my daily driver 05 Dodge Ram quad cab, 40 K and excellent, in addition to a restored 49 Ford 8-N tractor. To top it all off, no insurance!

Had to scrap plans to make the Turkey Run. Really hated to miss it, but so goes life I guess.

So hope you got to make the show. A guy named Jim called yesterday inquiring about the 56. Somebody that you may know.

I might advertise the 56 as is, engine is likely ok, carbs melted as usual. Some body panels may be salvaged. Car has a solid floor pan other than minor rust in front passenger floor. Trunk area very solid. Door bottoms were perfect.

### **Dwain Grindinger** December 11, 2010

I will gladly answer Bill Oller's question. Interestingly, the '56 shop manual says the limit is .100" over for these drums whereas .060" is more the industry standard. In fact, the next time this specification is shown is in the '59 manual where it has changed to .060".

**Factory Short Blocks:** Sure, the 56J engines were available as factory replacement 'short blocks', meaning an assembled block with pistons, rods, crank cam,

bearings, etc. but without cylinder heads. A block fitted with pistons only, or even just a bare block is also in the parts books. Apparently there were a lot of complete engines intended for installation on either Packard's or Studebaker's assembly line that were bought by the old Standard Surplus Co. I would expect none of these blocks, short blocks, or complete engines were stamped.

**Nick Nichols**    **December 12, 2010**

I had a question about fuel pumps for the 56J that I was hoping you could answer. Does the 56J use a fuel pump with a long straight arm or one with a bent arm. I looked at a Packard catalog and it shows two different pumps can be used for the 352 engine. When I bought my 56J it had an electric pump. I wanted to go original so I bought a rebuilt pump but it never worked. This pump has the long straight arm. I used the electric pump for years but still longed for an original pump. I found out recently about the two different pumps. Are these two pumps interchangeable for the 56J or does it take only one type? Any info greatly appreciated. thanks.

## 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.*

556 Jaime Cardillo Bolton, MA 01740	SN 6031949 Prev Owner Elmer Johnson
557 Gale Downer Roscoe IL	SN 6800277 Prev Owner Linda Hartwig
558 Stephanus Booyesen Pretoria S Africa	SN 6031561 Prev Owner Dirk Booyesen
559 Ed Bunker Berthound CO	SN 6032455 Prev Owner Frank Nekvasil
560 Doug Button Brainerd MN	SN 6800459 & 6032254 Prev Owner Pat McLaughlin Bill Marsh
561 John Caskey Omaha NE	SN 6032829 Prev Owner Larry Link
562 David Holmgren Plainfield NJ	SN 6030422 Prev Owner William White
563 Randy Mongenel Pomona CA	SN 6800598 Prev Owner Carolyn Floyd

**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!!!

**56J ONLY 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 *56J ONLY 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

**Wanted:** 1956 Golden Hawk with Standard/Overdrive transmission in finished or near-finished condition. Contact: Ron [rstid@yahoo.com](mailto:rstid@yahoo.com) (12/2010)

**Wanted:** 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 (12/2010)

**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. \$7500. Snohomish, WA. Fred C. Howard, 360-568-1488, [galaxie500@roadrunner.com](mailto:galaxie500@roadrunner.com) (12-2010)

**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)

## Other

**For sale:** Many used 56 J Parts, Hawk doors and rear quarters. 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) (12-2010)

**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) (12-2010)

**Wanted:** High tone horn for my 56J. Bill Ladroga, (941) 378-7070 [ladroga@juno.com](mailto:ladroga@juno.com) (12-2010)

**For sale:** Packard Oiling System Parts and Upgrades 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. **Cam Retainer Plate and Spacer** - The factory engineers redesigned the oiling system to ameliorate the lifter clatter problems. The second-design cam retainer plate and spacer has been remanufactured in A2 tool steel and is now available. Don't rebuild your Packard V8 without it. - \$75. **Oldsmobile V8 Oil Pump Conversion Kit** - \$210, Oldsmobile V8 Standard Duty Oil Pump and Pickup - \$100, Oldsmobile V8 High Volume Oil Pump and Pickup - \$150, **Packard Engineering Oil Pump Relief Valve Dump Tube** - \$25, **Re-Manufactured Packard Oil Pump - Vacuum Pump** replaced by a 1/2" cast iron bottom plate and triple the bearing area - \$350 and exchange of your pump. **Neoprene Rear Main Seal** - \$25, **Re-enforced Front Balance Damper and Neoprene Seal** - \$100 and exchange of your damper. **Rebuilt Water Pumps** with improved seal and bearing. - \$100 and exchange of your pump, **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) Studebaker-Packard V8 Limited, 509-535-8610 (12-2010)

**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)

## 1956 Golden Hawk Services

**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) (12-2010)



1956 Sky Hawk and Golden Hawk headliner trim bows!! 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. **Rebuilt Packard water pumps** for sale \$95, plus \$10.00 for shipping, \$45.00 core charge. **Tachometer Sending Units:** I can repair most and I rebuild sending unit to tachometer cables. **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)



**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) (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. (05-2004) [www.shrockbrothers.com/steering\\_wheels.html](http://www.shrockbrothers.com/steering_wheels.html)

**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

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**Club Rosters** (send Email or SASE, owners only)

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## ***In this Issue***

- **Gale Downer** provides information correcting a production order error.
- **Stephanus Booyesen** has taken over the restoration of his father's 1956 Golden Hawk.
- **Doug Jackman** sends information on the ride height of his 1956 Golden Hawk.
- **1956 Golden Hawk on EBay** may have solved the question of where the V8 emblem, introduced in April 1956, was positioned on the front fender .
- **Bill Ladroga** reported the trunk floor color on a low mileage Ebay car was painted body color instead of gray.
- **Ray Martin** asks about the plastic escutcheon on the door handles and window cranks.
- **Motor City U.S.A.** continues with its plans to produce a 1/43 scale model of the 1956 Golden Hawk.
- **Doug Button** purchased a 1956 Golden Hawk which was in an accident while being towed home.
- **Dwain Grindinger** provides some thoughts on items that appeared in previous issues.
- **Jay T Prater** tells his tale of woe regarding the destruction of his 1956 Golden Hawk.
- **Nick Nichols** asks about the two different fuel pumps used on the Packard V-8 engine..
- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice. You must respond or you will be dropped from the mailing list.



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