



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Mechanix Illustrated 1956 Golden Hawk

Search Of The Production Leads to the Test Car Serial Number

For a long time, the only one of the NYC magazines for car nuts to read was Fawcett Publishing's Mechanix Illustrated. That was solely attributable to the writings of "Uncle" Tom McCahill, who in the late 40s invented the breezy, irreverent auto writing style that's continued to be copied to this day. He was idolized by car buffs across the country when Hot Rod, Motor Trend and Road & Track were just regional periodicals. Mechanix Illustrated folded in the Seventies. - Mike Davis, Wheels, Winter 2010/2011.

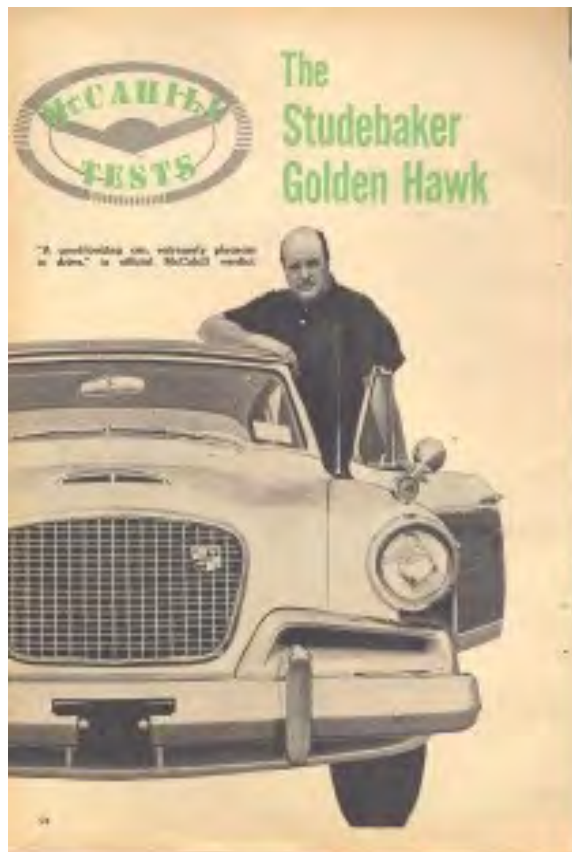
The April, 1956 issue of the famous magazine contained a 1956 Golden Hawk drive report by Tom McCahill.

I thought it would be interesting to see if I could identify the exact car Tom used. Since I have all the information on a database I created from the original production orders, I was certain I could at least narrow down the list of candidates.

There were thirteen photos showing different views of the exterior, interior, and the trunk. These photos showed that the car came with front seat belts, the later style paint scheme, back-up lights, power steering with the earlier, two pressure hose pump, power brakes, power windows, white wall tires, windshield washers, and the Strato-Vue (AC2340) side view mirror. Knowing the accessories would help me eliminate a good many of the cars.

I began scanning the article to see if I could identify the color of the test car, but I could find no mention of color anywhere. It was obviously a two-tone paint job, and the fact that it had the later paint scheme would help me drop any cars with body numbers lower than 469. Tom did state that the car had an automatic transmission, so that

one item eliminated 786 cars. I could also see that their was no "Studebaker" script on the front fender. That meant the car would have a serial number somewhere South of 6031900. I guess I also made an assumption that the car was from south Bend as opposed to Vernon. Therefore, the serial number would start with "603" and not "680". I felt this was a reasonable assumption given the distance from California to Florida.



April 1956 Mechanix Illustrated

Also, since the car had the earlier, Type A, power steering pump, I could narrow the list down to cars with a serial number lower than 6031693

Armed with all this data, I plunked my parameters into my database program and came up with a total of 5. I started looking at the individual production orders while comparing them to the Tom McCahill article.

Serial number 6031218, the fourth serial number on the list, immediately caught my attention. The words, "Mechanix Illustrated Daytona B" were printed in the "Destination" field. So, I was pretty sure this was the McCahill car even before I started comparing it to the car in the article.

It turns out that all the accessories on 6031218 match up with the car that Tom used for his test drive. The "Remarks" field had the words, "Service for

Retail Del, Send to Engineering Dept. For Check. Destination Mechanix Illustrated Daytona Beach." Tom had stated that this car was fully loaded, and the production order showed that it also had a power seat. The button that controls the power seat is located in the middle on the front face of the front seat. There was no

photo showing this area, so I couldn't tell that the car included this option.

But now I know one other thing that didn't show up in the article. The color of the car is P5634 Romany Red/snowcap White. So far, this car has never been registered with us, so its whereabouts remain a mystery. For the time being, the car's history ends with the April 1956 Mechanix Illustrated article by Tom McCahill.

Another One Turns Up From the Records of Vince Habel

From 1985 to 2005 our local Orlando Area Chapter-SDC held its meetings at a former Studebaker dealership called Sanford Motors, located just north of Orlando. Don Bales, the owner of the dealership told me he had sold two 1956 Golden Hawks. When I was building my data base in 1994 using the original 1956 Golden Hawk production orders, I noticed that two production orders showed "Sanford Fla" in the "Destination" field.

I took the two production order copies to Don Bales suggesting those were the two 1956 Golden Hawks he sold. He went to the back of the building and within two minutes, returned with the 40-year-old paperwork for those two same cars.

In the 1970s, Vince Habel was keeping a register of 1956-58 Golden Hawks I don't know how many years Vince devoted to keeping his register but a list supplied by Vince, showing cars and owners, appeared in the December 1973 issue of Turning Wheels. I did not join SDC until 1981, and didn't know Vince at that time. But I did meet Vince at the Studebaker Drivers Club International Meet in 1984, held in Kissimmee Florida. If you have ever heard of a little place called Walt Disney World, you might also have heard of that city.

A year or so later, I bought a pile of Turning Wheels back issues at a swap meet, and that December issue was among the batches. I was interested in this article because I had purchased a 1956 Golden Hawk in late 1983. I also recognized Vince's name from meeting him a few years earlier.



When our 1956 Golden Hawk Owners Register was started in January 1989, Vince contacted me and turned over all of the 1956 Golden Hawk information. One car that was not on that 1973 list, but was included in the

paperwork Vince sent, was serial number 6032401. The car was registered with Vince in 1974 by J R Stanley of Gastonia, North Carolina. The car was never registered with me so its whereabouts had remained unknown until January 18, 2011. That's the day it was registered by W D (Butch) Kerns Jr, who resided in Gastonia NC.

When I went to update my owners register, I discovered that this was one of the two cars that was delivered to Sanford FL. The other car was serial number 6031345 which has yet to surface. The current owner bought it in 1989, which incidentally was the same year our Register was started. So Butch, what took you so long?



Unfortunately, Mr. Bales passed away in July 2010 so I wasn't able to inform him that the car still existed. But then again, Don Bales now rests in peace in Willington SC,

less than three hours from Gastonia, so who knows, maybe . . .

(Note: Butch wrote to me in February 2011 to tell me the car was sold to Jim Stengl of Minocqua WI, and Jim registered the car on February 15. Jim spends the winter in Florida, about 50 miles from the Sanford dealership.)

Further Discussion Items from previous issues

Interior Door/Windows Handles

From Roy Pearson



In response to the article in the latest Newsletter "Door Window Hardware", I have owned 4 56Js and all of them have plastic escutcheons on the door handle/window cranks. I believe it is an error that it should be a metal escutcheon. Perhaps they used both metal

and plastic?

I just checked on another of my 56Js. (By the way, I miscounted. I have owned 5 56Js.) I purchased 6032705 with a final assembly date of 4/11/56 from Don Borger in New Castle, PA. Don restored this car and has records from the original owner. The interior is original and does have plastic escutcheons. I'm pretty certain that metal wasn't the only escutcheon made for these cars.

From Bill Ladroga

The parts book shows the "escutcheons" I think you're referring to -- on Plates 23-21 and 23-2, but they're not really escutcheons. It's the same P/N 1312647 for all handles, but it's called a "SEPARATOR, door inside handle," on page 210, and "SEPARATOR, handle to trim foundation," on page 217 for the window regulator. I have them on all my handles but they're a thin whitish PLASTIC and they age and crack easily. I don't believe they were ever THIN METAL. Maybe a lot of guys just forget about them during restoration.

The separators were available from Studebaker International for \$1.00 each. SI described them as, "Spacer. 1956-66 car, all models. Fits between door or window handle and escutcheon." I think they were supposed to prevent friction between the handles and the upholstery material so that the vinyl wouldn't "pucker." I had them on my 1964 Cruiser too and I remember them cracking. I thought I had a few left in my "stash" but they're gone. I would have taken a photo for you.

Editor's Note:

I believe Roy & Bill are correct. What I was trying to convey in the article was that our cars did not use the approximately 3/8" wide plastic escutcheon. They used a thin plastic separator, part # 1312647 as Bill indicated. I was identifying this piece as thin metal, but I should have written thin plastic. Lucky for me we have people in this group who can help straighten out the "so called" 56J expert.

Ride Height

From Bill Ladroga

I read Doug Jackman's article about ride height in the latest Newsletter. My 56J had a "droopy tail" a few years back too. I replaced the front coils with heavy duty ones and the rear springs with new heavy duty springs from Stephen Allen. It boosted the tail right up! I also have heavy duty shocks but they shouldn't affect it.

But the only question I have is the difference in ride height between standard rear springs and heavy duty rear springs. The heavy duty springs have an extra leaf in them from four to five and I would think they might ride a little higher.

I know tires and inflations also have an influence on the height. I have 215 Coker whitewall radials on my 56J and the rear ride height at the center of the hubcap is 25-1/4". I like the looks of it.

Just my "two cents!"

Editor's Note:

I posted a file on our web site called "Consolidated Specifications". It lists data for what might possibly be, all aspects of our cars. Page 21 shows the following:

- Front bumper bottom to ground at normal section 13-3/4"

- Rear bumper bottom to ground at normal section 11-29/32"
- Ground to bottom of front bumper guard 11-15/16"
- Ground to bottom of rear bumper guard 11-29/32"

Fuel Pumps

From Doug Jackman

I just finished reading the 2/11 issue of 56J Only, and as usual am very impressed. Thanks!

In response to Nick Nichols' request about 56J fuel pumps, both the Studebaker Parts Book and the 55th-56th Series Packard Parts List show the one pump, pn 440629. It's the straight arm pump and was a Carter, their pn M2198S. It's distinguished by only eight screw holes in its diaphragm.

However, I've also seen (and successfully used) an AC fuel pump, their pn 4299, It has ten screw holes in its diaphragm, and has a "bent" arm.

As far as I know, they are interchangeable. As the old carnival barker said, "ya pays your money, and ya takes your choice,"

V-8 Emblem

From Gil Zimmerman

That was an interesting discussion about the V-8 emblem placement on the '56 front fender. I vaguely recall seeing a couple of nearly new 56J's in the autumn of the year with this, but I don't trust my memory with regard to the placement. Is there any known difference in the time of introduction of this emblem on cars from the Vernon, CA line? Mine had a final assembly date of 6/05/1956.

(Note: Vernon CA production orders do not list the Final Assembly Date. Instead, they show the Date Shipped. These dates do not run in sequence. 6800002 was shipped on 01-10-56 while 6800007 was shipped on 12-02-55. The best option we have is to check the date the order was written. The first car with a Date Written, after the Engineering Change of 04-12-56 was 6800515 on 04-13-56)

1/43 Scale Model 1956 Golden Hawk

From Motor City U.S.A.

Motor City USA owner, Jeff Thomas requested a paint chip chart, and I was able to supply that. His contact, Gene in California, has taken the exterior measurements so a lot of preliminary work is finished.

This all happened in late January and early February so I assume things are moving along on this project. I haven't heard from Jeff or Gene since that time, so there is nothing new to report at this time.

I will report on any progress, if any, in the next issue.

Mail Bonding

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



Bill Ladroga **January 14, 2011**

I noticed the only part interchange number for a negative battery cable was Neihoff 1-20. I found a NAPA equivalent, P/N 781102, for \$8.87 with tax.

Would you happen to know what color the original battery caps were on the 56J? I think they used Willard batteries and the logos on the sides of the batteries were red, so I wonder if the caps were red?

I just bought a new battery from Sears for my Hawk and it's sealed with a flat top. I was able to peel off the Sears labels and I'm buying the Willard graphics from Studebaker International. A company called Tar Toppers makes a fake top that looks like the original battery top but the caps come in red, green and yellow so I don't know which one to buy. Any help?

Reply from Bob Palma:

To the best of my knowledge, Willard battery caps were red, to match the graphics.

I was only ten years old when peering under the hoods of new 1956 Studebakers at the dealership, but I do believe they were red. That's the kind of thing a kid would notice, since he wouldn't know what the hell else he was looking at! But I would be receptive to a period color photo proving me wrong.

Reply from Dwain Grindinger:

While I don't have a good color photo circa 1956, I did look at the Willard ads in 1956 issues of Motor Magazine. They are always shown as red to match the Willard name, and while they are obviously colored in, I don't know why they would use an incorrect color. The caps on a 6 volt battery are larger diameter and flatter than those for a 12 volt battery.

I also did a computer search for 'Willard battery caps', and the consensus from several other forums and dealers is that red is correct for Studebaker.

Adam Ruddle

January 31, 2011



My name is Adam Ruddle and I wanted to let you know that I have recently purchased the '56 Golden Hawk previously owned by Kevin and Debbi Carr and had it shipped to the UK. The Serial No is 6031545 and attached are a couple of pictures of it arriving. My

intention is to have it re-sprayed to correct Snowcap over Airforce colours and then conduct a running restoration.

Having bought the car from the Carr's based on photographs, I am relieved to have found that the car seems to be in basically sound condition. It only has front brakes at the moment as the Carr's found a brake leak just before shipping and put a bolt into the rear port of the M/Cylinder to allow it to be shipped. So I have a couple of immediate jobs to do to get it road-worthy so I can try and get it approved / registered for UK roads. But almost straight away, I will be stripping off the chrome and sending it for a re-spray (and hopefully not too much rust repair) in as close as I can find to Snowcap White over Airforce Blue (any suggestions of modern equivalents?). The interior is also a bit tired so I plan to order a full replacement from Southeast Studebaker. It is currently blue and white which seems a good combination but does the original production order suggest an all blue interior?

Amazing that you got those documents about the 2x4 system! Seeing your videos on Youtube plus the availability of parts from people like Studebaker International were major influences in buying a 56J.

Jim Pratt **March 05, 2011**

Knowing that most of the 1056 Golden Hawks were optioned cars with all the bells and whistles, I wonder how many were built as mine, with none of the options. Serial # 6032500 is a three speed overdrive car without power brakes, power steering, tinted glass, power windows, power seat, back-up lights, cigar lighter, radio and antenna.

Were these stripper 1956 Golden Hawks the exception rather than the rule in production Golden Hawks? If a customer wanted a stripper Golden Hawk in 1956 would he have to special order it?

When I was a young man my uncle in 1957 ordered a Plymouth Sport Fury that was the exception rather than the rule. He ordered it with a six cylinder automatic rather than the customary V-8 with dual quads. It was a long time before my uncle took delivery of his special Fury.

Dan Cyr **March 31, 2011**

I haven't done anything to the car (serial # 6800001) except to pick up a few odds and ends as I come across them. I have decided to have the car professionally restored as I feel it deserves it. I'm waiting for the economy to recover a bit before I make the move. We have a couple of properties in So. Cal. and when the economy rebounds a bit I plan to sell and at that time the car will go to a restorer. I do read all the posts to the group and save quite a few of them for reference. I will be seeking recommendations for a good restorer when the time comes.

Roscoe Stelford April 17, 2011

Among the parts we got in South Bend were some take-off water manifolds. I assume they were taken off the Stokes marine engines 2 of them had the generator adjusting strap attached with the slotted end on the manifold. Here are some of the casting dates

10/19/55 2, 11/03/55 1, 12/19/55 1, 12/20/55 1
12/22/55 1, 12/29/55 1, 01/03/56 2, 01/04/56 1
01/05/56 1, 01/06/56 1, 01/18/56 1, 01/23/56 1
01/24/56 1, 01/25/56 3, 01/30/56 3, 01/31/56 3
05/17/56 9

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.

564 *W D Butch Kerns Jr SN 6032401
Gastonia NC Prev Owner J R Stanley

565 Del Laidig SN6031971
Elkhart IN Prev Owner Richard Lindsey

566 Adam Ruddle SN 6031545
UK Prev Owner Kevin/Debi Carr

567 Tim Tuttle SN 6800580
Las Vegas NV Prev Owner Kenneth Buch

568 Jim Stengl SN 6032401
Weirsdale FL Prev Owner *W D Butch Kerns Jr

569 Wade Gillaspie SN 6032174
Huntsville TX Prev Owner Joyce Gillaspie

570 Richard Fridley SN 6031987
Eureka Ca Prev owner Bob Secor

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. If you are not able to view it on the web site, let me know and I'll send it as an attachment.

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. Notice: All prices indicated in the want ads are subject to change. ALWAYS check with the person or vendor for the latest information on pricing, shipping and availability.

Cars

Wanted: 1956 Golden Hawk with Standard/Overdrive transmission in finished or near-finished condition. Contact: Ron 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 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 (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: 56J Parts: New!: Hawk Hydrovac mounting Brackets \$75/set, Hawk under dash tissue dispenser mounting bracket \$30, Upper & Lower Radiator Hoses \$20/ea, Fan & PS Belts \$10/ea, S/S "Check-Mark" mounting brackets \$15/pr, Speedometer Cable \$50, Ultra Front Seal \$10, Pilot Bearing \$25, Brake Wheel

Cylinders \$35/ea, 160 deg Thermostat \$5, Inner Fin mouldings (C-Chrome w/mounting clips) \$75/pr, Sparkplug Wire Bracket Rubber Grommets \$2/ea 56J Tune-up parts: Premium quality solid core custom 56J & Packard engine spark plug wire sets. Please specify wire bracket type- early finger-type or later grommet-type, and single or dual carburetors. Cost is \$56 + \$10 shipping. Points \$6, Rotor \$10, Condenser \$7, Dist. Cap \$5-\$10-\$15, Spark Plugs \$15 (set of 8), Carburetor repair kits \$40 . Sample of NOS parts available: Jack Base, Jack Handle, Dip Stick, Tie Rod Ends, Hood Spring Set \$28, 1956-58 Hawk window regulators, Ultra tail shaft seal \$10, Packard Exhaust gasket set/\$25, 56 Hawk trunk lock housing \$75, 56 Hawk front fender spears \$85ea/\$165pr, 56 Hawk Inst lite sw \$25 & Climatizer sw \$30, 56-64 Hawk RF fender ext \$35, Window cranks \$25, Inside door handles \$35, 12 Volt Sparton Low tone horn \$75 B/U Lites (inquire) Many More Available-Inquire. Rebuilt parts: 56J Starters \$225 & 56J Generators \$175 (\$75 core). Tach sending units available, Water Pumps \$95 (your core appreciated), Hood latches \$50 Used Parts: Lots of trim, switches, gauges, sheet metal, etc. Please Inquire. . Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com
Tel: 971-219-9687. Web site:
www.1956goldenhawk.com/hagen (05-2011)

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 or email studebaker56j@mac.com
www.studebakervendors.com/midwest (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 restored, 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 (12-2010)

Wanted: High tone horn for my 56J. Bill Ladroga, (941) 378-7070 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 ½" 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 Studebaker-Packard V8 Limited, 509-535-8610 (12-2010)

1956 Golden Hawk Services

New Radio Dial Glass for 1956 and 1957 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like the original, \$25 + \$4 shipping. **ALSO: Rebuilt Packard water pumps** for sale \$95, plus \$11.00 for shipping, (your core is appreciated). **ALSO: Tachometers & Tachometer Sending Units:** I can repair most of these. I also rebuild sending unit to tachometer interconnect 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
www.1956goldenhawk.com/hagen (05/2011)

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 (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)



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.
Parking Lamp Socket and Cable part #1312869.
Exhaust extension. AC-2754 Originally available on
1956 Hawks and station wagons. Chrome finish. **1-104**
Oil Filter Decal. 1-083 Valve Cover Decal (need 2).
1562457 Front brake drum, finned complete with hub,
cups, & studs. For pricing, shipping fees, and availability,
contact: Studebaker International, 97 North 150 West,
Greenfield IN 46140-8562, 317-462-3124, FAX
317-462-8891 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

**Ultramatic Transmission Shift
Indicator.** Die-cast Metal, with a clear
casting, and indented letters pre-painted
from the rear. Bill Glass, 18 Lorenz Dr,
Valhalla NY 10595. 914-761-5788 or
BondoBill1@aol.com (02-2004)



\$40.00 + S/H

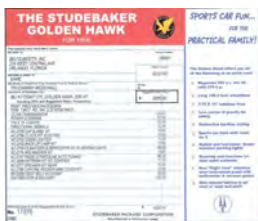
AC-2799 reproduction Spoke Type hubcaps. \$500.00
per set plus shipping. Richard Quinn, 20026 Wolf Rd,
Mokena IL 60448, 708-479-2658, FAX 708-479-8965,
rtq11@aol.com (10/2002)

**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).



\$20.00



\$20.00



\$11.00



\$11.00



\$11.00

**1956 Studebaker Passenger Car Manuals on DVD.
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In this Issue

- **Tom McCahill** tested a 1956 Golden Hawk and reported his findings in the April 1956 *Mechanix Illustrated*.
- **Another 56J** that whose whereabouts was unknown since 1974, turns up.
- **Bill Ladroga** supplies an interchange part number for the negative battery cable.
- **Bill Ladroga** gets help from Bob Palma and Dwain Grindinger regarding the color of Willard battery caps.
- **Ray Pearson and Bill Ladroga** clears up the issue of the spacers on the interior window and door handles.
- **Doug Jackman** weighs in regarding the fuel pump question posed by Nick Nichols..
- **Gill Zimmerman** weighs in on the V-8 emblem on cars assembled at the Vernon CA plant.
- **Motor City U.S.A.** continues with its plans to produce a 1/43 scale model of the 1956 Golden Hawk.
- **Adam Ruddle** of the UK sends a photo of his new purchase which arrived from Florida.
- **Jim Pratt** wonders if stripped down Golden Hawks had to be special ordered in 1956.
- Dan Cyr provides an update on the first Vernon assembled 1956 Golden Hawk serial number 6800001.
- **Roscoe Stelford** has some information on some take-off water manifolds he purchased in South Bend.
- **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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