



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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FEBRUARY 2012

Carburetor Air Cleaner Gasket

From Bill Ladroga

I'm always learning something new about my 56J! When I have the time, I like to browse through "Big Kev's" treasure trove called www.packardsinfo.com for information about 1955-1956 Packard V-8s. I hope everyone in the 56J Only Register knows about this super web site.

I ran across something by accident while going through the "Packard Service Counselor" publications, specifically Vol. 29, No. 4, April 1955. I made a copy of the particular notification below. I knew it applied to 1955 Packard Carter WCFB-2232S carburetors, but I wondered if it also applied to the 56J Carter WCFB-2394S carburetor.

I took off my air cleaner and looked at my air cleaner-to-carburetor gasket. Sure enough, my gasket was 90 degrees out of phase and was blocking the fuel bowl vent tubes, just like the Service Counselor described! The double notches of the gasket have to be lined up over the tubes. My 56J has been that way for years! I don't know who put it on that way because it's been in place for so long. It's also easy to miss because the gasket fits the air horn either way.

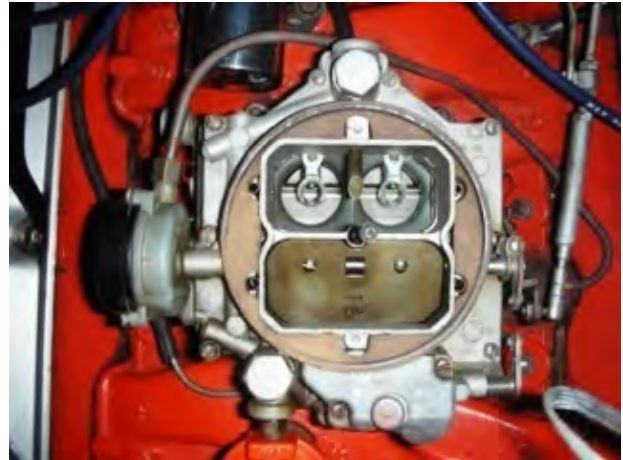
Carburetor Air Cleaner Gasket

Carter WCFB-2232S

The air cleaner gasket at the top of the carburetor air horn on the Carter Carburetor (WCFB-2232S) used on 55-60 models can be installed in several positions.

If the gasket is installed incorrectly, it will cover the fuel bowl vent tubes, causing a fuel percolating condition and excessive fuel consumption at high speeds.

When installing the air cleaner gasket, be sure that the notched openings are lined up with the fuel bowl vent tubes.



Here's a picture of it installed the right way. Might be good thing for other 56J owners to check out!

Left Side Versus Right Side

Checking The Parts Manual

Bill Ladroga asked about the Hood Prop Rod hole that was addressed in Service Bulletin 313.

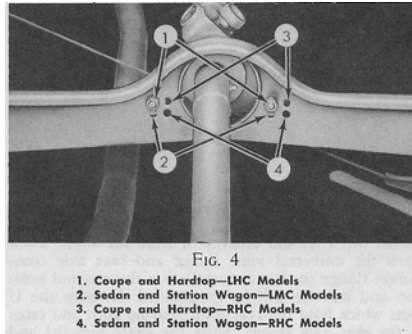
"The prop rod hole in the hood reinforcement has been moved toward the center-line of the hood in order to provide a better balanced support. The new location is eight inches to the right of the hood center-line."

If it is desired to relocate the prop rod hole on earlier Hawk models, a 1/2" diameter hole may be drilled in the reinforcement eight inches to the right of the hood center-line."

Bill assumed correctly that "eight inches to the right" meant eight inches toward the passenger side.

For several years after I bought my first car, I wondered which side was left and which was right with regard to photos and descriptions in the various manuals. For me this started with the photo on Page 4 of the *Propeller Shafts And Universal Joints* section of the shop manual. Figure 4 on that page shows a view of the drive shaft going through the cross member

As most of you know, there are four mounting holes on each side of the large hole in the cross member. The correct set of holes to use was dependent on the car model.



Before I crawled under the car and compared what I saw to the photo, I always thought this view was from the front looking toward the rear. I could never find an explanation shown in the shop manual, but I did find an explanation in both the Chassis Parts and the Body Parts Catalogs.

Page No. III of both the *1953-58 Body Parts Catalog*, and the *1955-58 Chassis Parts Catalog* shows the following:

DEFINITION OF LOCATIONAL TERMS:

"All parts pertaining to a given vehicle having the same function, but which are not interchangeable on that vehicle, are designated by right, left, upper, lower, front or rear in regard to the location in or on the vehicle when it is viewed from the rear facing forward: In other words as the part is viewed when one is seated facing forward in the vehicle."

I put this same information on page no. III of the *1956 Golden Hawk Chassis & Body Parts Catalog*. I can only assume this explanation carries over to the *1956 Passenger Car Shop Manual* as well.

Moog Replacement Front Coil Springs *Taken From The 56J Only Message Forum*



Joe Hall: A recent article in *Turning Wheels*, and a thread on the Stude Newsgroup discussed Moog spring # CC655 as a suitable replacement for Stude V8s. They are a modern, progressive rate spring, originally installed in some late 1980s Oldsmobiles, and early 1990s Cadillacs. The price, at around \$90 per pair, is about half of what I paid 10 years ago for a pair of new springs, custom made to 56J, heavy duty specs (Studebaker part #526125).

A few months ago, I installed a set of the Moogs in a 1962 GT Hawk. They are simply the best set of springs I've

ever experienced in a Hawk. They provide a soft ride, with gentle firmness during harsh bumps, dips, hard braking and in the twisties. The ride height is comparable to factory photos of GT Hawks.

I liked the Moogs so much in the GT, I ordered another set, this time for the 56J, and installed them today (12-04-2011). After a short test drive, the results are the same as with the GT.

For anyone needing springs, or doing front end work anyway, i.e. king pins or bushings, the Moogs are a terrific, modern upgrade, and about half the price of most other 56J springs.

I'd also recommend installing a 3/16" spacer in the drivers' side of 56Js, to compensate for the weight differential, per standard Stude procedure, especially for 56Js with power steering. Just passing on a great find. Whoever originally figured this out, really did their homework.

Tim Tuttle: I've been doing some research on the Moog front replacement spring. I have found that Autozone sells this spring under the Duralast brand instead of Moog. The Duralast part number is RCS655V it sells for 45.99 as a special order part. It shows this fits many Olds, Buick, and Cadillac cars. I have used Duralast springs on other cars with no problems and a good quality ride

Cardboard Trunk Divider *From Jim Bella*

The Trunk Liner (Divider) I bought from a Stude vendor back in 1996 was purple-ish gray on one side and black on the other. It did not appear to be NOS. The reasons I chose not to use it and have a replacement made locally to match my original ...and to conform to Studebaker Engineering drawing 1313246 were:



Original Trunk Divider

It was not the color of my original; had gaps at both top corners; the curvatures in the Liner did not fit up well with my wheel housing panels. Also, those TWO 1 in. X 1 1/8 in. rectangular cut-outs in my original Liner (and

are required by the Studebaker Engineering drawing 1313246), were round holes instead.

On 1/27/1957 (ECN # 23441) Studebaker Engineering changed the material of the Trunk Liner for C & K models. Possibly some have confused the '56 C & K Liner material

with that used in most '57 C & K's ...or simply saying it really doesn't matter.

First picture is of my original 56J Trunk Liner/Divider. I took it out of my 1 owner SB built 56J back in 1967 and stored it. Last year I marked it up for a local trim shop to use as a "template" to cut a new replacement Liner (Divider) from



Replacement Trunk Divider

some very closely color matching stock. That Trim Shop has been installing interiors in Studebakers in South Bend since back in the day when Studebaker was too! They had plenty of that same sheet stock in inventory and appears they use it in their everyday operations, so most any good Trim Shop in your area may have it too. If any 56J ONLY member would like a digital copy sent to them of Studebaker Engineering drawing (1313246) in PDF format simply email me at: TheStudeFamily@aol.com

How Many Are Left? By The Numbers

257 Registered Owners	
319	By Current Registered Owners
<u>272</u>	Reported but Not Registered by the Owner
591	Total Registered plus Reported
34 Additional Cars Reported as Scrapped	

Mail Bonding

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



Larry Bost **September 27, 2011**

My 56J has turned the corner and we are putting it back together. Things are looking good. It is amazing the surprises, challenges, and paradoxes that develop during a restoration.

Your help with all the documentation, information, and access to other owners is invaluable.

Fred C. Howard **September 27, 2011**

I just sold my Hawk VIN #6033058. It now resides with William and Betty Stogner of, Redding CA. They also have a 1956 Sky Hawk.

My bucket list just got way too long. I plan to get down to only about a half dozen collectable cars and after this sale and the sale of a 1962 Falcon last month, I'm almost there.

I will never cease to be impressed with your dedication to this vehicle and the people involved with it. Thanks for all you do.

Jack Mott **September 28, 2011**

Looking for the 1956 golden hawk my dad owned in the 1960s. All I remember is the old license plate from California JDF002? Anything in your registry match that? **Note: Unfortunately, the license plate number was not enough for me to identify Jack's father's car.**

Wayne Hamilton **November 02, 2011**



I recently purchased 6031770 (2187) as a parts car for my project 56J. It was originally shipped to Hamilton, Ontario. I don't know who was the original owner. It was purchased by Gord Burns in 1976 from

a Bailiff sale for storage auction for \$96.00. The car was last registered in 1967 to A. Stonehouse, 18 Sunninghill Ave, Hamilton Ontario. It was damaged, the front fenders and hood had been changed, the right fender is fiberglass. Gord sold the car to Gary Nuell in 2007. The car has AT, PB, PS. The car is too good to part out, my plan is to exchange some parts and then try to sell it.

Brent Hagen **November 12, 2001**



I recently was talking to a couple of brothers who were remodeling the house next to ours. They noticed the 56J in my garage and

mentioned their uncle used to race a 56J. I was interested to hear more about the car, so they promised to inform their uncle and have him get in touch with me. He called me and we chatted about his car. I mentioned I would like to have a picture and today two large prints of his car showed up. It was an all black 56J with 3 spd O.D. and he mentioned he bought it from Mark's Motors in Portland, but I noticed the license plate frame shows "Don Rasmussen", another dealer also in Portland. In thumbing through the production orders I found the car, it

was the last 56J ordered from Don Rasmussen, 6800544 a 3-speed O.D. car all black.

Here is what O.H. Zimmerman, the owner has to say about the car:

"In 1956 I special ordered a black Golden Hawk, black and white interior, 352 cu. inch, 3 speed stick, 4.55 rear end, with overdrive, duel 4 barrel carbs. I built my own progressive linkage. Bought from "Marks Motors", Portland.

In 1958, at White Salmon, Washington Air Strip, NHRA sanctioned drags, I turned "100.8" in the 1/4 mile. First 100 + MPH in the world for "Super stock".

I sold the hawk to a young man from Vancouver, WA in 1959. Included was another spare complete engine. I was in the "Kingpin" car club of Gresham, OR."

Do you have any record of this car having been reported? I have never run across it, though it seems that there are many 56Js that ended up here.

Jean Aldrich **November 14, 2011**

I would guess that you have heard already that I sold the 56 Golden Hawk last week..Sorry, I had no time to show it and it sat in my garage, sad and lonely.

The new owner will be in touch shortly or you may have seen him this last weekend at the TRI STATE event. I think the car will be very happy with him.

Steve Peterson **January 06, 2012**

I met you at the dinner in Lancaster in 08. The members list I have is 2005. Do you have a newer one that can be emailed? If not I will send an envelope to you to get one.

I am the one who has traded my 56J to Mike Super for Joe Halls yellow and white car. That way I will have a good driver. I will be keeping the rebuilt engine and transmission. Once I get it I will make the corrections.

Geoff Cabrera **January 14, 2012**

I just purchased this car today and have not had the opportunity to get the engine number, I will add it next week, the car does have the correct engine, correct and unmolested. It is a real find at it has sat outside, unappreciated for the last 20 or so years.

The car is rough but totally complete down to the hubcaps. The engine is free and I WILL have it running soon. I want to thank you already for your pre purchase serial, body, engine number verification information. It was a great help .

Note: After I responded, Geoff responded further:

Thank you so much for all this information. It will be put to good use I assure you. You have already been a great help and with the production order printed in my hand I called my locksmith and he is making



keys for me. I purchased this car from a Craigslist listing. It was listed on December 26th but I didn't see the listing until January 6th.

I emailed the owner but he didn't respond so I thought the car was sold. On Thursday the owner called me and asked if I was still interested. After a few questions I bought the car sight unseen for an obscenely low number. When I went to see the car the owner told me that there had been several people who came to see it and passed on it. I was shocked to learn that anyone passed on this rare car.

Guess it was just meant to be but I tend to be lucky that way. I am attaching a few pictures of the car as it sat and if you like I will forward more as I get into it. I am looking forward to this project and to taking advantage of all the great information offered by your registry. Thanks again.

Jan Dyck **January 19, 2012**

The pieces of the puzzle are coming together. My new steering Wheel has been made by shrock brothers and has been sent to me so I am expecting it in the coming days.

The car is now finally registered in Belgium with special license plate 0-000-056 .I got my FIVA passport.

Official confirmation is expected in the first week of February but through my personal contacts within FIA, FIVA, the touring club of Italy (ACI) and the 1000miglia organization I have heard that it is likely that we will be accepted.

It seems that our friend Leo Shiegl had also applied but I fear they want to allow only one car of the same make, model and year. Maybe he can try again next year.

Finally some less good news: I have problems with the automatic gearbox. The effect is like having a used disc in a manual box. the transmission does not have any grip. Do you think this might be caused by some elements in the system that are not enough oiled or a lack of oil in the box? Maybe due to the long period that the car remained unmoved?

My technicians are going to analyze and finalize the car for 1000miglia in the coming days but I would already like to have your opinion on the subject.

Note: As most of you know by now, I am not the person to ask about the mechanics on our cars. The best bet is to post your question on the 56J Only Message Forum that Scott Reid started in July of 2002. With about 170 subscribers, an answer or an educated guess is almost always available. - FJA

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.

575 William Stogner Redding CA	SN 6033058 Prev Owner Fred Howard
576 John Ray Guthrie OK	SN 6800391 Prev Owner J Scott Stumpff
577 Pedja Gligorovic Pocatello ID	SN 6031027 Prev Owner Don Hammond
578 Jim Freed Palmetto FL	SN 6033257 Prev Owner Jean Aldrich
579 Jan Dyke Antwerp Belgium	SN 6800147 Prev Owner Tom Borders
580 Mike Super Grafton OH	SNs 6031222, 6800506, 6800459 6031195, 6032705
581 Richard Wayne Frye Southern Pines SC	SN 6031889 Prev Owner Unknown
582 Geoffrey Cabrera Grahamsville NY	SN 6031529 Prev Owner Jeffrey Atwood
583 Edward Kann Corvallis OR	Sn 6031113 Prev Owner Mike Super

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 forwarded mail to me. I just can't read it all. This includes anything not 56J related, especially jokes, E-cards, political and religious messages. Believe me, if you send it, I'll get it from 10 others also. Far 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

For sale: None

Other

For sale: 56J Parts: **New!**: Hawk Frame Gussets (also referred to as Fish Plates) for repairing small cracks as well as frame crack prevention in the weak area of the frame where the main front crossmember meets the frame rail around the front coil spring pockets.\$15ea \$25 pr. Bendix 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 (w/Ultra) \$50, Ultramatic Front Seal \$10, Rear Seal \$10, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, Brake M/C \$60, 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 . Many NOS parts, including: Eng. Dip Stick, Dip Stick Tube, Tie Rod Ends, Hood Spring Set \$28, 1956-58 Hawk window regulators, Packard Exhaust gasket set/\$25, 56 Hawk trunk lock housing \$75, 56 Hawk front fender spears \$85ea/\$165pr, 56 Hawk Inst lite switch \$35,

Climatizer switch \$30, 56-64 Hawk RF fender ext \$35, 12 Volt Sparton Low tone horn \$85 Many More Available!
Rebuilt parts: 56J Starters \$225 & 56J Generators \$175 (exchange). Tach sending units available, Hood Latches \$60, Water Temp & Fuel gauges \$65, Oil & Amps gauges \$55. **Used Parts:** Lots of trim, switches, gauges, sheet metal, etc. 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:** Rebuilt 56J Carter fuel pumps \$95 (\$75 Core charge), Fuel Pump Rebuild Kits \$50 **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.
Prices subject to change. Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. ghawk352@effectnet.com Tel: 971-219-9687. www.1956goldenhawk.com/hagen (01-2012)

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.



ALSO
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. (11-2011)



For sale: 1956 Hawk Taillight Lenses #1312681 reproduction, excellent quality. 1540137 Wiper Switch Reproduction. 1540135 Headlamp switch reproduction. Other parts as well at <http://www.StudebakerParts.com> Chuck Collins, 2410 W. Freeway Ln., Phoenix AZ 85021 or 602-995-5311, e-mail chuck@studebakerparts.com (11-2011)

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 (11-2011)

For sale: Many used 56 J Parts, Hawk doors and rear quarters, Packard V-8s, 3spd overdrive setups, Power steering pumps. 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. email - studebaker56j@mac.com Phone 715-572-7292. (11-2011)

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 BondoBill@aol.com (11-2011)

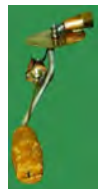


\$40.00 + S/H

Adhesive Vinyl Inserts, for 1956-1961 Studebakers with wheel cover (AC 2799). Enough to apply to 4 hubcaps, with spare inserts. Directions included \$27.50, includes shipping in continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone or Fax: 308-235-3386 rimpres@earthlink.net (11-2011)



For sale: New, reproduction Fuel Tank Sending Units are available from Atwater Kent Manufacturing Company, 12 Jacques Street Worcester, MA, 01603. Call (508)792-9500 Monday - Friday 9AM - 5PM (EST) for prices or visit their web site which is located at: <http://www.atwaterkentmfg.com/index.htm> (11-2011)



For sale: Packard V8 engines built to your specifications. I have a completely rebuilt 352" long block in stock for \$2995.

ALSO
 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 \$10.00 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. Reinforced 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 Packard V8 Limited. 509-535-8610. (11-2011)

For sale: NOS V/8 oil pumps A combination of NOS



output side of old style pump (440662)



output side of new pump (6492430)



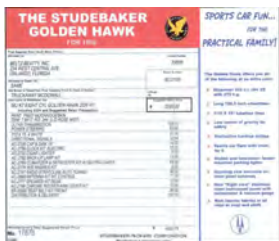
and newly machined parts to make up a late oil pump. Does not include a bottom plate. **\$349.00 + 15.00 shipping** Roscoe Stelford 15N119 Reinking Rd Hampshire, IL 60140 Tel: 847-464-5119 Email: Stelfordsinc@aol.com

(09-2011)

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)

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

AC-2799 reproduction Spoke Type hubcaps. \$500.00 per set plus shipping. **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 your car's 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. Telephone 708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448. rtq11@aol.com (10-2002)

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 with many new items discussed. **\$20.00**

1956 Studebaker GH Manuals on CD Parts Catalog, Authenticity Guide, Owners Manual, Accessories Catalog, and Warner Overdrive Manual. **\$11.00**

56J ONLY Newsletters on CD Contains all the back issues of 56J Only in .PDF format. **\$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**

Decals-Tags-

Oil Filler Cap , blue/buff	\$ 3.00
Oil Bath , yellow/black	\$ 4.00
Seat Belt , red/black/white (need 2) ea.	\$ 3.00
Generator Field Terminal Tag , red	\$ 1.50
Tachometer Sending Unit Tag , red	\$ 3.00
Club Rosters (send Email or SASE, owners only)	

**Most Items Are Available On-line at the 56J Store
Make Checks Payable to Frank Ambrogio.**

In this Issue

- **Bill Ladroga** has some interesting information on the mounting of the carburetor Air Cleaner gasket.
- **Left Side Or Right Side** explanation is in the Chassis and Body parts manuals.
- **Joe Hall** tells of his experience using Moog # CC655 replacement front coil springs.
- **Tim Tuttle** has found a Duralast brand replacement for the Moog CC655 spring
- **Jim Bella** Provides some details regarding the cardboard trunk divider.
- **Larry Bost** is making progress on his project.
- **Steve Peterson** reports on buying Joe Hall's old 1956 Golden Hawk from Mike Super.
- **Geoff Cabrera** tells about his new toy and his plans for its restoration.
- **Jan Dyck** gives a progress report on his car and the 1000 Miglia he hopes to enter.
- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice with this issue. You must respond or you will be dropped from the mailing list.
- **Please do not forward email** jokes, etc., to me that is unrelated to our purpose. I just can't keep up!!!



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

PLACE
STAMP
HERE

MAIL TO: _____

