



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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NUMBER 073

ESTABLISHED JANUARY 1, 1989

OCTOBER 2012

Still Living With Gypsy!

By Deacon Bill Ladroga, Sarasota, FL

You've got to pardon my ramblings for a little while, but this is the story of how I got to live with "Gypsy" (my 1956 Golden Hawk) all these years -- and it's a long story. Hang in -- we'll get there!

During my first two years in Gardner High School, Massachusetts, we were still walking to school every day. There were no school buses in our small town. The 1-1/2 mile walk to school took me by Johnny's Studebaker dealership. The former owner, Johnny Kraskouskas, recently died at the ripe old age of 101 and a nice tribute to him was published in the March 2012 issue of Turning Wheels.

I used to admire the Studebakers because they were so different from the ordinary cars of the day! When Johnny's dealership first introduced the 1950 "bullet nose" to the public, he gave free World War II surplus Air Warden's helmets for the first fifty customers who came into the showroom. Since my Dad was a friend of Johnny, I pestered him to take me to the showroom on opening day - not only so we could see the new Studebakers but so that I could get one of those cool white helmets! The memory of those bullet noses is still fresh in my old mind.

There were always such interesting new and used Studebakers in Johnny's lot and showroom as I passed by every school day, but when the 1953 models were introduced, I fell in love! I told myself that I would own a Loewy coupe or hardtop convertible one day.

After college, I moved to Hartford, CT, in 1958 with my hot-rodged 1940 Chevrolet Master 85 business coupe. I was at a used car dealer and there was a 1954 Commander V-8 automatic coupe in Chippewa green and Lombard green smiling at me and beckoning me to own her. I had to have her! (Studebaker #1) I traded my Chevy and enjoyed that Commander for a few years. I even put U.S. Royal wide whitewall tires and dual exhausts on it! What a beauty that car was!

Then I met my future wife, Lucille, who lived in Fitchburg, MA, and we dated for two years while I was living in Hartford and working for Pratt and Whitney Aircraft. Commuting from Hartford to Fitchburg every weekend

and staying with my grandmother in Gardner was not exactly economical with the Commander. I was getting only about 15 mpg and I needed to improve my gas mileage. So I traded the Commander for a 1957 Morris Minor. That's a whole other story that changed our life!



(The 1954 coupe shown here is a Champion but I couldn't find a good shot of a Commander. I wasn't into photography in those days and didn't take any pictures of my original car. But the colors are the same)

Now fast forward to 1989!

A lot of things happened in our lives up until 1989. I went to college, got married, had five kids (two "motorheads" out of the five ain't bad: the youngest son and the oldest daughter!), some of the kids went out on their own, and I owned many other brands of cars - a lot of them foreign. But it was time to own a Studebaker again!

My re-exposure to the world of Studebakers came when my wife and I went to a Studebaker Drivers Club Zone Meet in Springfield, MA, in 1989. I was virtually salivating at some of the Studebakers there and looked for one to buy. A lovely cream-colored 1953 Champion hardtop convertible was particularly attractive but the owner wasn't interested in selling it. But I met several of the great Ocean Bay Chapter members, particularly the "Godfather" of the Chapter, the late Sheldon Henderson, an early pioneer of SDC. They recommended that I join the Studebaker Drivers Club and get Turning Wheels magazine and look for cars for sale. After joining SDC, I eagerly looked forward to the monthly issues of Turning Wheels.



My chance to own a Studebaker came in August of 1989 when I bought a 1953 Champion coupe with a three-speed manual transmission and overdrive from someone in Memphis, TN. (Studebaker

#2) The coupe was Velvet black with a red vinyl interior

and had only had 39,300 miles on it. It was shown in a zone meet picture in an early issue of *Turning Wheels*.



Assured by the owner that the car was roadworthy, my wife Lu and I flew to Memphis and drove the car back home to Massachusetts. We only had two problems on the way back through the

Smokey Mountains, a broken gas tank filler hose and a battery that died on the first morning we stayed overnight in a motel. The overdrive was also wired incorrectly and I had to come all the way home without it. But by then I was member of SDC and had a membership roster with us. I called a local SDC member in Ashville, NC, and he came to the motel and helped me find a hose at a local parts store and lent me his tools to install it. What a great organization of Studebaker owners!

We kept the 1953 Champion until 1996 and its sale helped finance the 56J purchase -- but I'm getting ahead of myself.

Another opportunity to own yet another Studebaker came in May 1993 with an ad in *Turning Wheels* for a lovely Azure blue and Wedgewood blue 1957 Studebaker President Classic S/N G7198421 with factory heavy duty suspension, power steering, Twin Traction and air conditioning. (Studebaker #3) Again, I had to have it!



A retired dentist in Alabama, Dr. Roland King, owned the President Classic. We flew to Birmingham from Boston, he picked us up at the airport, drove us to their home, took us out to dinner and made us stay overnight at their house

before we drove home after a home-made breakfast! Naturally we bought the car -- out of his collection of about four other Studebakers. The Classic was such a smooth boulevard driver. Eventually we had it repainted

and my wife and I made up a new more authentic interior with the help of New England Trim auto and boat upholstery shop in Shrewsbury, MA. I also had to replace the engine since it spun a bearing and ruined the crankshaft. We installed a 1963 GT Hawk full-flow oil filter engine with a four-barrel WCFB carburetor and dual exhausts. For a big car, it would step right along and it handled well. We got a lot of trophies with it and enjoyed it until 1997 when we sold it to a gentleman in West Virginia. I later saw it for sale on the Volo Museum web site but don't know what happened to it after that. That's one I wish I hadn't sold, it was a great car! I wonder where it is now?



I guess that finally brings us to our 1956 Golden Hawk (56J) purchase! Phew!

I had to sell two lovely Studebakers, the 1953 and the 1957, and then begin the search for the Studebaker that I had been lusting for - a 56J. I had to sell them, because for a few months I owned three Studebakers at once: the 1953, 1957 and the 1956! I had trouble finding storage spaces for them. I watched for the monthly issues of *Turning Wheels* and finally in January 1995 there was an ad for a P5638 Mocha and Snowcap white automatic for sale in Colorado. (Studebaker #4) The car had a lot of miles on it but it had a rebuilt engine, rebuilt Ultramatic and power steering. It was a January 1956 South Bend car, S/N 6031654. The late Earl Bailey of Colorado Springs, CO, originally purchased it in Dodge City, KS. Bailey was a former member of the 56J Only Register. He eventually sold the 56J in 1991 to Chuck Stewart in Cañon City, CO, so Bailey owned the car for 35 years! I asked for a video of the car from Stewart before I finally bought it. It looked pretty good on tape so I made him an offer. But we weren't going to drive the car home from Colorado in the dead of winter so we had it shipped to Massachusetts via closed trailer! The only issue I had with the car was that it had a continental kit on it. It wasn't to my taste. Bailey's wife had the continental kit



installed by the dealer as an aftermarket item when they first bought the car. That was the first task I had when it finally arrived by carrier on February 6, 1995 - take the kit off. Here's a shot of it coming

off the van and a shot of it now as published in the featured cars of Old Cars Weekly web site



Bailey had been in the upholstery business and re-did the interior. It wasn't bad, but it wasn't factory authentic. The paint wasn't bad either, but I knew I had to have it re-done - especially after we met Frank

Ambrogio and saw his two 56Js. The P5637 Mocha and Doeskin combination was what I had to have! I also wanted the interior done right.



We met Frank and Anita Ambrogio in January of 1995 and were amazed at the time and effort he has put into the preservation of the marque. His work is a tour de force and he has helped so many 56J owners for so long! With a lot of help from Frank, patience on the part of my wife Lu, the talents of Wagner Bodyworld BMW-Mercedes-Benz body shop in Worcester, MA, an excellent auto interior upholsterer, New England Trim of Shrewsbury, MA, and René Harger of Phantom

Enterprises, (and lots and lots of money - I've spent our kids inheritance) we started the restoration of "Gypsy" (I call her that for reasons I'll explain later!)



In April of 1996 the restoration was started. The interior was purchased complete from Phantom but I decided on the P8443 RO 344 light and dark Rose Mist all vinyl interior. I know there's been some debate about this combination

having a black or Rose Mist dash pad cover, but I decided to go with the Rose Mist. I also had the car painted at Wagner with the P5637 Mocha and Doeskin combination using Spies-Hecker paint with clear coating. It's held up extremely well for sixteen years. And while the exterior and interior colors and seat materials are not as-ordered from the factory, they're done according to my taste and the way they could have been ordered. I suppose for some purists, that may be an issue.



The restoration must have met with the approval of Studebaker judges because we drove the 56J back and forth to the Studebaker Drivers Club International Meet in South Bend, IN, from Massachusetts in 1997 and took a Junior First Place in Class with 388 out of 400 points. And - we got over 22 mpg with the big 352 cubic inch Packard engine and Ultramatic transmission!

We kept "Gypsy" in Massachusetts from 1995 to 1997. I received an early retirement from my job as a metallurgist in 1997 and we already had a condo in Sarasota, FL. We decided to bring the car to Florida in October of 1997 after the South Bend National. I drove the car from Massachusetts to Lorton, VA, where we put it on the AMTRAK AutoTrain. We then drove it from Sanford, FL to Sarasota where I enjoyed it until 2004 (and continued to put \$\$\$ into it!)



On The Transporter Again?

Our youngest son, Tom, (the other "motorhead" of the five children) really wanted to own the 56J. Since I wasn't driving it that much, I shipped it to him in Connecticut in 2004 and he kept it until 2008. When he found he wasn't driving it that much either,

particularly because of the New England winters, he shipped it back and I've had it in Florida ever since. And that's why I call her "Gypsy." For many years the original owner used to drive it back and forth from Colorado to Texas to visit relatives. It came from Colorado to

Massachusetts, was in Central Massachusetts for a while, on Cape Cod where we summered, it went to Florida, was shipped to Connecticut for four years, came back to Florida in 2008, and has been here ever since.

As an aside, I also owned a 1964 Studebaker Cruiser from 2000 to 2004. It was Studebaker #5 and my "commuter car." It also was a great road car. As soon as I bought it, I installed a f t e r m a r k e t a i r conditioning from Classic Air in Tampa for the Florida weather. Painted P6417 Golden Sand metallic with an 845 BRC brown cloth interior, it was sold to a retired military officer in Sarasota who is still running it. It has a 289 cubic inch V-8 engine with a four-barrel carburetor, dual exhausts, power steering and an automatic transmission. I put a lot of money into that one too! (Another long \$\$\$ story.)



At this stage in my life Gypsy will probably be the last Studebaker I'll ever own. It's been fun to own this car for the past seventeen years, even though it's been a "money pit" and has helped support a lot of Studebaker parts vendors businesses throughout the years! 56J owner "Bondo Billy" Glass described his Ceramic green and Snowcap white car as the "Hawk from hell" because of everything he's had to invest in it - and I can identify with him! But on the other hand, few cars that I have owned (and I've had 36 in my lifetime) have given me as much pleasure and satisfaction as the 56J.

And I've met so many great people along the way. I know I'll leave out a lot of them, but they include Paul Desrosiers and Bob Munter of WCD Garage in Northboro, MA, the Studebaker experts who have done so much to preserve the marque; the late Sheldon Henderson who did so much for Studebaker owners in New England, and Dennis Jolicoeur and Howard Clayman of Ocean Bay Chapter, SDC; René Harger of Phantom Enterprises; Brent Hagen, Bill Cathcart, Dave Thiabeault, Ed Reynolds, the Cades of Ocala, FL, and others who have provided us with the parts we need; Kevin Waltman of the packardinfo.com web site, Frank Ambrogio's counterpart in preserving the great Packard history, Scott Reid for his work on the 56onlygroup on Yahoo, and of course, Frank Ambrogio himself, who has been such an inspiration to me. Finally, thanks to the greatest fan I've got: my wife Lucille. She's put up with this Studebaker obsession of mine for all these years. Thanks, Lu!

In the end I guess that's what the hobby is all about - not just maintaining great cars with a proud history, but the people you meet along the way.

In spite of the investment we make in our hobby -- life is short -- drive what you enjoy the most.

Gas Tank Sending Unit

From Frank Ambrogio

Since day one of ownership of each of my 1956 Golden Hawks, I would notice the smell of gas fumes in the garage whenever I filled the tank and parked it before traveling at least 30 miles. It was obvious that the leak was at the fuel tank sending unit. I had the tank taken off each car at least twice during the first 10 years. Each time the tank was checked for leaks and deemed to be in good shape. The tank was then installed and a new gasket was put on at the sending unit.

Each time, the tank would continue to leak whenever I filled it and drove less than 30 miles before parking the car. For the next 15-20 years, I didn't fill the tank unless I was going on a longer trip, such as the State Meet, or the Daytona Turkey Run. Otherwise, I used 15 MPG as a guide, and after driving about 100+ miles I'd add an appropriate amount of gas, or roughly-8 gallons.

Then in late 2010 or early 2011, a discussion on the 56J Only Message Forum regarding gas sending units and tank leaks took place. Owner Bob Kapteyn reported that it was mandatory to replace the washers when the sending unit was removed and re-installed. I printed Bob's message in the October 2011 Issue 070 on Page 1 of 56J Only.

Bob Stated: *"There was a special washer used under screw head Studebaker part number 187763. This is a soft copper washer that would crush and seal the head of the screw. These are no longer available but I found a substitute in the Mc.Master Carr catalog #93781A011 (telephone # 630 833-0300). These have a nitrile rubber seal that stands up to gasoline."*

While having other work done on each car, I had the shop replace the gasket, with a new one obtained from Brent Hagen, and the washers from McMaster Carr. I am happy to report that neither car leaks anymore even after filling the tank and driving less than 10 miles. Brent Hagen informs me that he now stocks these washers.

How Many Are Left?

1956 Golden Hawks Registered/Reported

245	Registered Owners
294	Cars Registered By Owners
299	*Cars Reported - Not Registered by Owner
593	Total Cars Registered plus Reported
35 Additional Cars Reported as Scrapped	
* Includes cars previously registered but dropped afterwards, due to non-response by the owner.	

2012 Dinner In South Bend

Tippecanoe Place was the setting for our 56J dinner in South Bend. Jim Bella posted a sign-up sheet at meet hotel registration area. We had a great turnout of 53 people and once again, Brenda Markin took care of us in the fashion to which we've become accustomed.

Thanks to Brenda and Jim, our South Bend dinners have been easy to plan. I wish I could say the same for other locations.

I spotted seven 56Js at the meet owned by Tom Aylward, Roy Pearson, Andre Betit, Joe Hall, Ron Johnson, Rick Phillips, and Larry Michael.

Mail Bonding

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



Jan Dyke **May 22, 2012**

We just returned from 1000miglia. We were the last car admitted (no 384) in the race. Unfortunately we did not make it till the end. On the second day on the way to Rome we lost our brakes and had to abandon. Maybe better next year or something for Leo Shiegle who also applied but was not accepted this year? Frankly I have to confess that 1000miglia is not really made for a GH 56. The car is too long for the winding, narrow and climbing roads and the automatic gearbox does not allow you to brake on the engine. The brakes get then rapidly warm with a risk (as we experienced) of fall out.

There were almost no American cars in the race since only a few are eligible. We saw a Ford Thunderbird, a Lincoln Capri and a few older Fords but that is all. (look at www.1000miglia.eu to see all the participants) Anyway an experience to remember: seen that, been there, done that !!!

Richard Atkinson **May 28, 2012**

This is just a quick note and an update on the car:



As you can see, the car is now with me. I took these photos last Wednesday evening, 6:30pm. The first photo was taken where I work. We had a client, who's company is a design agency and they work closely with a number of motor sport / automotive clients. As it was the first time that they came to visit us, I thought it would be a nice touch to take the car to work. Everyone, bar none (especially the women) - "Oh" and "ah" at the car and don't stop coo'ing at it either... guess Studebaker did a good job after all..!

When I collected the car, I had my son Rhys with me.... now no longer a little boy of 4 or 5 years old, but a young lad of 14 years. When we set off, I didn't tell him where we were going or what we were doing. other than it was a day-trip... and a surprise. Needless to write, Rhys was totally amazed.. and although we drove back home through driving rain, sleet and the odd bit of sunshine, he couldn't stop his grinning smile the whole trip back home.

April was a total wash-out in the UK.. the wettest month on record... and it seemed like the field opposite where I now live would burst the banks. Fortunately, it didn't!

Last week was the first time I had the car out of the garage... and even then it was contingent that the rain would stay away! As we're about to hit June.. and therefore, Wimbledon (tennis tournament) will start - its bound to rain for two weeks again.. it always does.

There is a specialist car magazine, American Classic, that wishes to do a feature on the car, so its probably time for me to contact them for a summer shoot, hopefully!

I will send you more photos when I get a little bit more time to get the camera out. In the meantime, I hope the attached will placate you for now... ha ha ha!

There are still several jobs that I need to a start on... but for now... she's not too bad

Croft Carlsen July 9, 2012



I have installed a power booster for my brakes and am having problems with the switch keeping the brake lights on while the car is running. The brake lights will not go out until I switch the engine off and there is about a 1 to 2 minute delay. Brent

Hagen told me that you have installed a mechanical switch on your car and suggested I enquire as to where you sourced it. Can you advise? Also, I have attached a picture of my car just before I took it in a Canada Day Parade and a picture of the power booster installed.

Charles Harrison August 6, 2012

I was at the dinner and appreciate your arranging it and all you do for the 56J owners. I got to know the people at my table a bit better and can now put some names with some faces. If I can make a suggestion for future such meetings, it would be really nice if someone would say something and/or encourage people at other tables to stand and introduce themselves to everyone in the room so we could put names and faces to those not at our table. It is hard to intrude on conversations at other

tables of complete strangers(and say "who are you") and I feel certain some others may share those sentiments. People who already know each other tend to cluster together and not make much effort to meet strangers unless they are at the same table. I would have liked to know who Brent Hagen was, but I left not knowing! Thanks again and I hope to see you at another such dinner soon

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.

592 Dennis Foust SN 6030990
Spring Mills PA Prev Owner Ellen Boboltz

593 Brian Buckley SN 6800570
??? CA Prev Owner Charles Adams
(A few weeks Later sold to George Vranich)

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: 1956 Golden Hawk body number 96. Early mocha/doeskin paint. Driving and enjoying condition. Call Gary at 503-269-5513 mocha56j@centurylink.net. Needs a new home that will drive her more! \$25,000 obo! (09-2012)

For sale: 1956 Golden Hawk. We have been on the 1000miglia in Italy in May. Hereby enclosed some pictures of the car over there and the history record I introduced with the organisation in order to get accepted as participant. However, I regret that I decided to sell the car. That has nothing to do with any dislike of it but is a pure practical constraint. I recently bought some other cars and do not have enough room in my garage left. This might be an opportunity for one of our members. My car is an entrance ticket for 1000miglia now that it has already participated once. Moreover it is in very good shape. I payed it 40.000 USD in USA. Transport and import in Europe was 13.000 USD. Final tuning and restoration in Belgium 17.000 USD. The car has costed me thus 70.000 USD but I know I will never get that amount anymore from a buyer. I would set my price on 55.000 USD if I can make a quick deal. Jan Dyck <jd@dyck.be> (09-2012)

Other

For sale: 56J Parts: Please visit my web site <http://www.1956goldenhawk.com/hagen/> NOS 56J Autolite Distributor (complete)- \$275 ea 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. New 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, Complete Speedometer Cable (w/Ultra) or 3s.p.d.) \$60, Ultramatic Front Seal \$20, Rear Seal \$20, Pilot Bearing \$25, Wheel Cylinders \$35/ea, Brake M/C \$60, 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, nors Dist. Caps \$10 brass \$15 copper, 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 \$34, 1956-58 Hawk window regulators (nos and used), 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). Hood Latches \$60, Gauges: Water Temp \$65, Fuel \$75, Oil & Amps \$55. **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 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. Many 56J good used Parts available, reasonable prices! **Prices subject to change. Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. ghawk352@effectnet.com or Tel: 971-219-9687. (05-2012)**

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 BondoBill1@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 KM Lifestyle, 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.mykmlifestyle.com/> (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. Contact us for price. 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)

In this Issue

- **Bill Ladroga** tells the story about his 1956 Golden Hawk which he calls Gypsy.
- **Frank Ambrogio** has an update on his experience with gas leaks at the sending unit.
- **Tippecanoe Place** in South Bend was the location for our 56J dinner on Wednesday August 1.
- **Jan Dyke** writes about his experience in the Mille Miglia with his 1956 Golden Hawk.
- **Richard Atkinson** is nearly finished with his restoration and sends in an update.
- **Croft Carlsen** shows off his 1956 Golden Hawk at the Canada Day Parade this past July .
- **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.
- **Do not forward email** (jokes, politics 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:

