



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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The PerTronix Ignitor Saga

By Frank Ambrogio

For many years during the 1990s, I tried to find a PerTronix Ignitor unit for our 1956 Golden Hawk Autolite **IBJ-4001C** distributor. I don't remember the exact sequence of events, but in the late 1990s I wrote to PerTronix and was told no unit was available.

Then in April 2001 a 56J owner from Texas registered his car with me and noted that he was a distributor for PerTronix. I asked about a unit for our car and he replied that PerTronix didn't have one because "they didn't see enough quality of sales for them to develop that kit." However, he further stated that he made such a unit (See *56J Only issue 039, page 3*).

I purchased one unit and installed it on one of my two cars. In 2005, I purchased and installed a second unit on my second car. About five years ago, I decided that since PerTronix didn't make a unit for this distributor, it might be a good idea to have a spare. Repeated attempts to buy another unit or two met with the same non-response. I began to worry that if a unit in one of my cars failed, I would not be able to find a replacement.

I contacted PerTronix again, but was told there was still no unit available. One could be made for a price of about \$250.00 to \$300.00, a little less for an order of 20 or more. Most of their other units are in the \$80.00 to \$120.00 range. This obviously was not the solution.

In 2011, I contacted KM Lifestyle owner Mike Leveille about making a unit. This is the company that has fuel tank sending units available (See Issue 070, Page 2). Mike said he could do it but this eventually did not come to fruition. Mike thought Advance Auto unit # 1281 might fit. Joe Hall checked this out and told me that the 1281 unit was unfortunately "not even close" to the correct one. So the search continued. I thanked Mike for his effort.

Then in October 2012, I spotted a web site for **Hagen's Hiway Auto Parts** which indicated they had parts for Autolite distributors. At the same time I noticed that the PerTronix on-line catalog listed an Ignitor unit # **1382** for the Autolite **IBJ-4001D** (not 4001C) Autolite distributor.

That distributor was used for a time in 1956 American Motors Corporation Nash and Hudson models equipped

with the Packard V-8. The starting engine number for Nash and Hudson models in 1956 was P-21001. The distributors used in those models were:

- IBK-4001B from Engine No. P-21001 through P-25305.
- IBJ-4001 D from Engine No. P-25306 through P-28608.
- IBJ-4001C from Engine No. P-28609 & Later.

My shop manual doesn't make much distinction between *IBJ-4001C, D, or E* distributors and only shows the *4001C* and *4001E* as being used on our cars. I wrote to Hagen's and asked if they thought the PerTronix unit for the *4001D* would work on our *4001C* unit. I also sent some specifications on the *IBJ-4001C* unit. Their reply: *"That should work as all the ignition components are the same for all those distributors."*

I wanted to be sure before I bought this unit, so I wrote to PerTronix stating that they listed Ignitor 1382 for the Autolite *IBJ-4001D* distributor. I asked if that unit would also work on the *IBJ-4001C* and *E*. I sent those same specifications that I copied from the shop manual.

I received a reply the next day from Carl Alcocer (Technical Support) who reported,



"The 1382 will also work in the "C & E" distributors, see attached pictures. Note: 1382 kit works only on 12V negative ground systems. Autolite IBJ-4001D 8 CCW (Counter Clockwise). Ignitor

Mounting plate uses (1) screw to hold it in place. Mounts where the condenser is normally mounted and uses condenser screw hole."

I checked a little further and found that this unit is highly advertised as fitting several MOPAR dual point units from 1959 to 1971. I asked Carl about this and he replied, *"Yes, it's the correct kit. Please see picture that was sent to you in a previous email, it shows how it mounts on your distributor."*

Well, Carl was certainly helpful and very quick to respond. Apparently PerTronix has been making an Ignitor for our Autolite IBJ-4001C distributor for quite some time, but no one knew it. It is also about \$60.00 cheaper than what I paid for my current Ignitors from the Texas supplier.



Following the reply from PerTronix, I checked about 10 web sites that listed the #1382 Ignitor for sale, including Advance Auto, Summit Racing, and Jegs. In each case there was a search available to see if this unit was listed for our 1956 Golden Hawk. Every time the answer came back **negative**. It was listed for the MOPAR units.

However, Carl Alcocer at PerTronix was adamant as to this being the correct unit for the Autolite IBJ-4001C and I felt that his information would be correct.

Joe Hall, my partner on this project noted: *"In looking closely at the attached pix, and comparing with a 56J distributor, the one in the pix is definitely configured the same as 56J. In the first pic, it is an "Ignitor II", which is an upgrade of the original PerTronix. In the second pic, it is an original type. The Ignitor II would be highly preferable, but not every part number that is available in the original type is available in the upgraded version."*

"Bottom line, could you ask the PerTronix guy if the 1382 is available in the "Ignitor II" upgraded version?"

The PerTronix catalog listed #91382 as the upgrade with the following description: *"The Ignitor II has many of the same great feature that the Ignitor has, but it's smarter. Ignitor II units sense the coil current level and use a powerful micro controller to adjust the dwell. Variable dwell helps to maintain peak energy throughout the entire RPM range."*

Following Joe's advice, I wrote Carl to find out if this

Ignitor II #91382 upgrade would work on our cars. His response: *Yes, the Ignitor II is available (91382) and it will fit the IBJ-4001B, C, D, and E distributors.*

Still, not entirely positive, Joe offered to buy and install an Ignitor II. I searched the web and found a few places which sold the PerTronix 1382 and wrote to them about the 91382. I received a reply from Ponderosa Mustang: *Thanks for the email and question. If you are here in the USA the price is 105.00 to your door and outside the USA, add 15.00 shipped by the post office. I do not have it in stock and could have it here to ship out to you by next Thurs. Pertronix will have to build it as this is something they only make on an as needed basis and it only takes them 2-3 days to have it ready. Let me know if you want to go forward and we can set things up.*
 Matt Rosa Ponderosa Mustang 850-857-1084
FORD6566@aol.com www.PonderosaMustang.com

Joe ordered one and here is what he had to report: *"Well the Pertronix II, part #91382 is indeed a plug & play ! It fit my car without any problems whatsoever, to include the tac adapter, which still fits and works."*

"One additional step I am taking with my 56J is to install a "matching" coil for the Pertronix, as I did recently in the GT Hawk. Though Pertronix makes matching coils, they have a rep for failure. Local street-rodders recommend the ACCEL coil, part #8140. That coil only comes in chrome or yellow, so I got a chrome one for the GT, with eventual plan to paint it black; will do same for the 56J."

So there you have it. If you've been thinking of converting your old points type distributor to a solid state ignition unit from PerTronix, or if you've already converted but would like to have a spare handy, either part numbers **1382** and **91382** are the ones for our Autolite distributor.

I want to thank **Joe Hall** for all his help. We make a good pair. I *"research"* it and Joe *"works"* it. Together we find it, get it done, and pass the information on to everyone. Now you know it too, **and that's the whole idea!**

Autolite Distributors Used In Packard V8 Engines

Part#	Distributor #	Model
439552	IBJ-4001	1955 Clipper Deluxe Sedan, Super Sedan, Super Panama (Cyl Head 440689)
440867	IBJ-4001A	1955 Clipper Deluxe Sedan, Super Sedan, Super Panama (Cyl Head 440854)
	IBJ-4001B	1955 Clipper Deluxe Sedan, Super Sedan, Super Panama (Cyl Head 440854)
6480751	IBJ-4001C	1956 Studebaker Golden Hawk, 1956 Hudson/Nash (Eng P28609 & Later)
6480362	IBJ-4001D	1956 Clipper Deluxe Sedan, Super Sedan, Super Panama Hard Top 1956 Hudson & Nash (With Engine # P25306 - P28608)
6489834	IBJ-4001E	Replaced IBJ-4001C & IBJ-4001D

Starter Solenoid

Standard SS-202



One of the first things I needed for my car after I bought it was a new starter solenoid. I went to my NAPA dealer and came home with Napa/Echlin part # ST-103.

All seemed well until I noticed that the one on the car had four terminals on the back

while the ST-103 only had three. It was missing the "R" terminal. I've since learned that the missing terminal was used to supply a full 12 volts to the coil while the engine was cranking, to help it start faster. I also later learned that the three terminal solenoid can somehow be made to work, but at the time of this purchase, I decided to return the solenoid and continued my search.

One thing led to another and eventually, I dropped in on an auto parts store about 4 miles from my house. The owner, Richard and his assistant, Paul were excited to learn that I owned a 1956 Golden Hawk. They had several older parts books and spent a lot of time trying to find the correct part. We had no success on the first try, but later I returned with some information that provided the breakthrough we needed.

I had checked my Hollander Interchange manual and found that the same starter solenoid was used on some Nash, Hudson, and Chrysler Corporation products. The Nash and Hudson usage came as no surprise, and provided little help during our previous search. However the Chrysler data led to solving the puzzle.

The Chrysler part # was 1889799. Also, somewhere during my research, I came across part number **SS-202**. It turned out that Paul owned a 1956 Dodge and was somewhat familiar with some Chrysler items. I gave these numbers to Paul and this led to correct solenoid.



SS-202 is a *Standard Motor Products* part number and Richard was able to order one and have it at the store the next day. I did a lot of business with Richard and Paul over the next ten years until Richard had to close the store because the landlord wouldn't renew the lease.

Since that time, I've been unable to locate an auto parts store that has *Standard Motor Products* parts. In the late 1990s or early 2000s, I obtained a Standard Motor Products catalog (No. OC-93) titled "Older Cars & Trucks Guide". The solenoid was listed in that catalog. They also have a web site at www.smpcorp.com, but it has proven to be of little help.

If you have access to an auto parts supplier that handles *Standard Motor Products* parts, you should be able to obtain this solenoid easily. If not, I've seen them pop up on both Ebay and Amazon with prices in the \$50.00 to \$70.00 range. Summit Racing had one listed for \$56.95. On the web at: <http://www.summitracing.com>

Who knows? It might be available through your Chrysler, no Daimler, or is it Cerberus, oops I mean Fiat dealer.

Brand: Standard Motor Products Part # SS-202

Also used on:

1956-1959 Chrysler & Imperial
1956 Desoto
1957-1959 Desoto Except Firesweep
1960 Desoto w/Autolite
1956 Dodge Truck (early R, T, V, & COE)
1956 Hudson Model 40, 60, 80
1956 Nash Model 80
1955-1956 Packard w/Autolite
1956 Studebaker Golden Hawk

(Information copied from Hollander 30th edition)

A NEW WAVE OF SHORTAGES

by George Hamlin

(reprinted from The Commander, Newsletter of the Potomac Chapter - SDC, Lynda Welsh, Editor)

We're all familiar with the usual shortages and difficult-to-find aspects of this hobby: shiny parts, certain electrical and mechanical things, upholstery that is available only from a notoriously slow source. This is a heads up on some other shortages that are approaching very quietly while your attention is on the shiny stuff.

Sealed-beam Headlights. Nobody has used the PAR-56 size (the larger ones, pre-quad era) of round sealed beams for some time, had you noticed? Every make seems to have its own design now. That has resulted in the stores' using their limited space for the faster-moving (and higher-margin) new stuff. Six-volt lamps aren't on the shelves at all, available mainly at swap meets - and we're now seeing prices north of \$25 EACH for these things. Start stocking up if you haven't already; there are Websites that have them cheaper, primarily those catering to Volkswagens. And yes, this is starting to apply to the 12-volt lamps too. And eventually, the shortage will work its way up to the PAR-46 size that came in in 1958, so...

Wiper Refills. Used to was, you wandered into the parts store, went down the display until you found your length, bought two, zipped them in, and Bob's your uncle. Forget that. Almost overnight, refills in varying lengths disappeared pffffff. That's because of the stylists too; each make has its own unique wipers now, and they're not using the same refills your car used. In their place, on one end of the rack in one lonely display, is a Trico product called "Break-to-Fit Blade Refills." The idea is, it comes in one length, you slip it into the blade, and snap it off.

We're here to tell you that this product is unmitigated junk. The universality means that there's no substance to the metal edges; it's too slim to stay in the blade tracks; "breaking" it off will cause the product to disintegrate; and even if you use snips instead, the resulting assembly falls to pieces the instant you activate the wiper. If you can find some refills in the right size, stock up immediately; unfortunately, rubber has a limited shelf life, so we don't know how long you'll be able to use those wipers (get some Rain-X; the stuff really works). We wonder what the new-car owners of today will do in 20 years.

Tires. Once upon a time, tire shortages almost strangled the old-car hobby in its crib; the hobbyists of the early fifties were using truck tires, old tires, recaps, wrong sizes, anything that would go around. People like Ann Klein saved that particular bacon, and now we have lots of specialty tires - but not all of them are good tires. The act of desperation, if you're going to stay with first-rate rubber, is modern radials. Those products have a few problems of their own, like limited service life even sitting in the garage, and the gradual fattening of the design; it's getting hard now even to find 75%-section sizes that correspond to what suits the car. Because you can't make your own tires, we don't see this situation getting anything but worse, and the current administration's sudden imposition of a huge tax on Chinese tires has resulted in several radials of good sizes going off the market very quickly (this action was held to be illegal, but the damage is permanent). While you were sleeping, good substitutes have just disappeared; the 185, 195, 205 sizes all went away and suddenly, the only 215-75R15 tires you will find easily are for ATVs or trailers - and they're all BLACKWALL. If you're on the cusp of needing new tires, we'd suggest that you do it now, this week, while the warehouse might still have a set of four available. Oh, and here's a note of cheer: they're probably already four years old, so they probably won't last you to 2020. Happy happy joy joy.

What we're really afraid of is those new-look tires, the ones with a very thin tread supported only by rubber-flap spokes. If those become standard, you can even say good-bye to tire shops.

Air-conditioner Refrigerant. You already know about Freon's disappearance, of course, because it took several years. Now the good substitutes, like Freeze 12, have also been forced off the market. Without getting too deeply into the politics of this largely symbolic act, the fact remains that the only refrigerant you'll be able to find is R-134, which will leak out of your old system quite rapidly; in the end, you may decide to let the system go and just have it in the car for looks.

Fuses. Those familiar cartridge-type fuses found all over your car are no longer used. A recent visit to a NAPA store to buy a simple 15-amp fuse resulted in a 15-minute search through the archival bins. Find all the fuses used in your car (they're listed in the owner's manual) and lay several of them aside while it's relatively easy.

Little Lights. Do any new cars use any of the familiar small lamps you're used to, and which number dozens in your collector car? 57, 67, 1034, 1157, all those familiar lamps? Every lamp we see in new cars is a different (newer) design. Same recommendation as with fuses: your owner's manual lists every one in the car, so stock up. Won't cost you much.

The AC 1956 Golden Hawk Only One Built

When I first spoke to the seller of my first car, I learned the car was painted the color combination I wanted. After further conversation, I became more enthralled when the owner told me the car had power steering. I had forgotten that power steering was available in the 1950s, mostly because the five 1950s era models I owned back then didn't have this option.

The only other option I wanted was air conditioning. In 1956, the unit was mounted in the trunk with little tubes extending upward from the rear package shelf where the conditioned air passed into the car's interior. The option was offered on Studebaker's full size coupes and sedans, but not on the Hawk series.

Articles I've read indicate that Studebaker felt the trunk mounted unit would take up too much room. The spare tire took up most of the right side and mounting the air conditioning unit right behind the back seat would leave little remaining trunk space. In 1956, air conditioning was quite a luxury that wasn't normally included in the buyer's option list except for cars in the more expensive brands such as Packard, Buick, Lincoln, Chrysler, and Cadillac. Some Studebaker President models came with factory air conditioning installed but the option was probably not as popular on Commander and Champion models.

Strangely, if you look through the Studebaker 1955-1958 Chassis Parts Manual and the 1953-1958 Body Parts manual, you won't find a section on air conditioning. There are references to air conditioning such as, "CAP, oil pan filler (w/air conditioner)", but that is the extent of it. In fact, I counted only three such references in the Body Parts manual and five in the Chassis Parts manual. There are however almost five pages devoted to air conditioning in the 1956 Passenger Shop manual.

DATE TO SHIP	DATE WRITTEN	COLES ORDER NO.	ITEM	QUAN.	TEST	LINE NO.	FACTORY ORDER NO.	SERIAL NO.
41756	41256					1288	50472	6032938
DESTINATION							1288	
SOUTH BEND INDIANA							04	3985
SHIP VIA								
CUST								
56J K7								3452
P 5665 REDWOOD SNOWCAP								748
T SPECIAL <i>See over</i>								1475
AIR COND								5-7-56 6
SAFETY PADDED SUN VISORS								
POW SEATS								
POW WINDOWS FRONT								
TINTED GLASS								
ULTRA TRAN								
POW STRG								
POW BRAKES								
710X15 4-WHT								
AC 2765BZ DIR SIG LUG LITE								
AC 2425Z AC 2747B								
AC 2777B AC 2762Z								
AC 2774BZ AC 2756E								
AC 2750B SP50060								
AC 277J SP50048								
AC 2340L								
PASSENGER CAR PRODUCTION ORDER - FINAL ASSEMBLY LINE								

According to the production orders for 1956, Studebaker did produce one Golden Hawk with air conditioning. That honor belongs to Serial # 6032938. The P5665 Redwood/Snowcap White car had a final assembly date of 05/07/56 and a ship date of 05/16/56. This car was pretty well loaded with a host of options.

List of options for 6032938

- Air Conditioning (16)
- Power Window (20)
- Ad Transmission
- Power Brakes (51)
- Dir Sig (61)
- Safety Padded Visors
- AC-2340 Mirror, Strat-o-vue Outside (Right or Left Side)
- AC-2425 (63) Cap and Disk, Hub (Wire Wheel) (63)
- AC-2747 (66) Radio, "Stratoline" Automat Tuning - C-K
- AC-2750 (75) Cigar Lighter Complete
- AC-2754 Deflector, Outlet Pipe (Incls. Screw) C-K
- AC-2756 (74) Clock Kit, Electric
- AC-2762 (70) Back-up Lamp Kit - C-K-D
- AC-2769 (60) Climatizer/ Defroster Kit W/heating Units - C-K
- AC-2774 (71) Washer Kit, Windshield - LhC
- AC-2775 (68a) Antenna Kit, Rear Dual, Externally Contr. - C-K
- AC-2777 (69) Speaker Kit, Rear Seat
- SP-50048 Deluxe License Plate Frame
- SP-50060 (80) Front Seat Belt Kit-gray
- Power Seat (18)
- Tinted Glass (23)
- Power Steering (35)
- 710 X 15 4 Wht (55)
- Luggage Light

This A/C equipped car was once owned by Roy Pearson of Decatur MI who reported the following:

"As to 6032938: I purchased the car in a salvage yard near Rolla, MO and towed it to Ann Arbor, MI in 1972 where I was a graduate student. The car was missing the hood, one door and the A/C had been removed. I parted the car out in 1973 and left the frame and body in a barn I had rented. I went back a few years ago and the barn had fallen in and there was no sign of the 56J. That's about all I can tell you. I still have the trunk lid and some other parts I saved. I did save the body tag. If I can help you further, please let me know."

How Many Are Left?

1956 Golden Hawks Registered/Reported/Scrapped

235	Registered Owners
293	Cars Registered By Owners
302	*Cars Reported But Not Registered by Owner
595	Total Cars Registered plus Reported
36	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to non-response by the owner.	

Here We Grow Again

If you move, please remember me when you send your change of address information.

594 Jack Wessells Spring Mountain TN
 SN 6033206 Former Owner Roger Perkins

595 William Huber Marion VA
 SN 6031858 Former Owner William Hancock

596 Jimmy W. Mackie Springfield MO
 SN 6030091 Former Owner Cliff Hall

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.*

Mail Bonding

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



Bill Ladroga September 28, 2012

I bought the McMaster Carr 93781A011 pressure sealing washers direct (for the gas tank sending unit).



Pressure sealing washers



View of sending unit

They were \$15.74 for (10) plus shipping. I installed them yesterday and they work great!

Thanks for the tip from you and Bob Kapteyn in the 56J Only Newsletter.

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!!!

✓ **56J ONLY Message Forum** Started by owner Scott Reid in July, 2002. A method for owners and fans to exchange ideas. Go to our web site and click on *56J ONLY Message Forum*. Then follow the instructions to sign in or join. **NOTICE: If you want to contact me 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** of the newsletter is in color, and undamaged in transit. If you would like to receive it electronically, and save me a buck, let me know and send me your Email address. I will send you a notice when 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. Let me know if you prefer to receive it by mail. The mangling, ripping, and stains are free.

Wheel Estate

Our infrequent printing schedule means ads may be a year old. Please let me know if a transaction has been completed. All prices are subject to change. ALWAYS check with the person or vendor for the latest pricing, shipping, and availability.

Cars

For sale: 1956 Golden Hawk. Gold in the center & White on the roof and lower body. Asking \$17K, I could provide the full set of photos to anyone interested. Elaine Kordyban <ekordyban@yahoo.com> (01-2013)

For sale: 1956 Golden Hawk, frame off, unique car with interesting recent past. It's one of three Studebakers up for sale, too many cars, too little space. Preview ad at <http://kenmotorsports.blogspot.com/> (01-2013)

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

Other

For sale: PerTronix #1382 and [PerTronix II](#) #91382 Ignitor for Autolite IBJ-4001C & E distributors. Matt Rosa Ponderosa Mustang, 850-857-1084 FORD6566@aol.com www.PonderosaMustang.com Mention "Golden Hawk Newsletter" (01-2013)

For sale: 1956 Sky Hawk and Golden Hawk headliner trim bows. One set consisting of 3 pieces with ends tapered. \$89.95 per set (free shipping). Myron McDonald, 417-678-4466 or cell 417-229-2603 (01-2013)

For sale: Front left fender for hawk, NOS. This is a fender only, no inter fender. It has no trim holes and has never been mounted on a car. It still has the part # label and the dealership label attached to it. \$600.00 plus shipping. Manual steering box and steering shaft. In excellent condition, no play or wear in box \$125.00. Set of 4 imitation spoke hub cap with center cap. \$175.00 Ken Berry (512)255-5545. kenberry004@gmail.com (01-2013)

Adhesive Vinyl Inserts, for AC 2799 wheel cover. Enough for 4 hubcaps, with spare inserts. \$27.50 includes directions & shipping in continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone or Fax: 308-235-3386 rimpres@earthlink.net (01-2013)



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 (01-2013)



For sale: Large stock of Studebaker parts, 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. Over 40 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet IL 60432, 815-722-7262, Email: studebaker@mac.com (01-2013)

Recast Steering Wheel PN 1540647, white, 17" just like the original. Contact us for price. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (01-2013) www.shrockbrothers.com/steering_wheels.html

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. (01-2013)

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 to a TH400. Enjoy the difference and confidence. No puking overflow. More power to the wheels. Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132, Tel 800-775-7077. (01-2013)



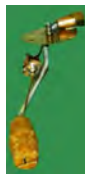
For sale: [New Radio Dial Glass](#) for 1956-57 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like original, \$25 + \$4 shipping. [Rebuilt Packard water pumps](#) for sale \$95, plus \$11.00 for shipping, (your core is appreciated). **ALSO:** [Tachometers & Tachometer Sending Units](#): I can repair most of these. I also rebuild sending unit to tachometer interconnect

cables. **Transmission Puke kit-II:** Stop fluid from belching out of dip stick tube on start up. \$5 ppd. Brent Hagen, 6220 SE 55th Ave, Portland OR 97206-6800, phone 503-771-0604 Email ghawk352@effectnet.com www.1956goldenhawk.com/hagen (01-2013)

For sale: 56J Parts: New!: Mechanical Brake Light Switch \$12, 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 \$20, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, 160 deg Thermostat \$5, Inner Fin mouldings (C-Chrome w/mounting clips) \$95/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 + \$11 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:** Door Strikers: R \$35, L \$45; Front and Rear Fenders (inquire); Rear motor mounts \$65; R. Hood Hinge \$40; Dip Stick, Tie Rod Ends, Hood Spring Set \$34; 1956-58 Hawk RF window regulators: LF \$150 RF \$100; Ultra tail shaft seal \$20; Packard Exhaust gasket set/\$25; 56 Hawk trunk lock housing \$85; 56 Hawk front fender spears \$85ea/\$165pr; 56 Hawk Inst lite sw \$35, Climatizer sw \$35; 56-64 Hawk RF fender ext \$35; 12 Volt Sparton Low tone horn \$85, **Rebuilt parts:** 56J Starters \$225 & 56J Generators \$175 (\$75 core); Rebuilt water Pumps \$95 (your core appreciated), Rebuilt Fuel Pumps \$95 (\$75 core charge); Hood latches \$60, Revulcanized front motor mounts \$200/pr (exhchange), Stainless wheel mouldings, **Used Parts:** Lots of used 56J trim, switches, gauges, sheet metal, etc. Please Inquire. **Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800.** Email ghawk352@effectnet.com Ph 971-219-9687. (01-2013)

For sale: AC-2754 Exhaust extension. Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and prevents gasses from marring car finish. ea. **1-104 Oil Filter Decal. 1-083 Valve Cover Decal** (2 required). For prices, shipping fees, and availability, Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, Website: www.studebaker-intl.com Email: jim@studebaker-intl.com (01-2013)

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 at: <http://www.mykmlifestyle.com/> (01-2013)



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 602-995-5311, chuck@studebakerparts.com (01-2013)

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 Dr, Junction City, WI 54443. Phone 715-572-7292 email- studebaker56j@mac.com (11-2011)

56J Club Items

All Proceeds Help Maintain the Register
Some Items are free on our web site or can be ordered on-line

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)

Make Checks Payable to Frank Ambrogio.
Scan the QR Code with your mobile device to go to our web site.



In this Issue

- **PerTronix Ignition unit:** #1382 used on MOPAR products from 1959-1971 also fit Autolite IBJ-4001C.
- **Standard Motor Products** starter solenoid SS-202 is the correct one for the 1956 Golden Hawk.
- **Production orders** indicate that one 1956 Golden Hawk came equipped with Air Conditioning.
- **Bill Ladroga** bought and installed the gas tank sending unit pressure sealing washers, and reports they work great.
- **George Hamlin** describes some parts shortages that we will be experiencing soon.
- **Want Ads** have all been updated for this issue.
- **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, environment, religion, etc.), to me that is unrelated to our purpose. I just can't keep up!!! All you accomplish is to provide my email address to others, including spammers who only send more junk!
- **Mobile device users** can scan the QR-Code shown on the bottom of the **56J Only Club Items** section to go directly to our web site.



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