



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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NUMBER 075

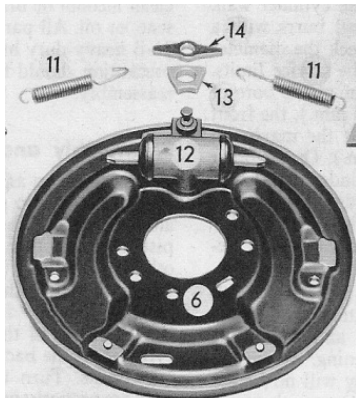
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The Anchor Block

The Arrow Points the Way

If you do your own brake work, owned Studebakers for some time, or checked the Shop Manual, you are probably familiar with the Anchor Block. It is described in the Chassis Parts Catalog at [Group 1101-39 Part # 535146](#). There are, as you might expect, four per car and the description reads, "BLOCK, brake shoe anchor." It slides onto the Anchor Block Pin and the Anchor Block Plate is then placed on the pin in front of it. Here's the description from the shop manual, "*The upper brake shoe ends rest upon a single swiveling anchor block mounted on a fixed anchor pin which acts as a stop for both shoes. The anchor block permits radial movement of the shoes to achieve the self-centering action of the shoes.*"



13 Anchor Block
14 Anchor Plate

The shoes do not contact anchor pin directly so that the shoes are free to move radially. The wide edge of the Anchor Block is toward the top. When the brakes are applied, the lining surface pressure tends to force the shoe to adjust its position on the block and center itself in the drum.

Although it may look as though the Anchor Block is symmetrical, there is a difference between the side edges. One side has a slight curve to it. There is also an arrow on the upper face of one side, just above the hole. Make sure that the Anchor Block is properly installed. As the Shop Manual indicates, there are two means of checking the installation; the curved side must contact the primary shoe and the arrow must point toward the primary shoe.

It's been many years since I worked on the brakes but as I recall, the Anchor Block has the arrow on one face only. If mounted correctly, it will be visible on one side of the car and point toward the front. If you can see the arrow on both sides of the car, *the one(s) pointing toward the rear is/are mounted incorrectly.*

If you take your car to a shop to have the brakes serviced, don't expect the technician to automatically know the correct positioning of that Anchor Block. If anyone besides you has worked on the brakes of your car, it might be a good idea to check the Anchor Blocks to see if they were installed according to the instructions.

Oil Drain Plug Gasket Nylon Or Copper

The Packard Service Counselor bulletin for January 1956 suggests using a nylon gasket Part # 6480955 in place of the original copper gasket on the engine and Ultramatic transmission oil pan drain plugs. The claim is that the nylon gasket has greater sealing qualities. Checking the Packard Information web site at www.packardinfo.com, I found some different opinions.

From member BH: *I don't know what the straight 8s used, but the drain plugs on my '56 V8s were originally fitted from the factory with a washer-style, nylon gasket. This gasket is cited in January 1956 Service Counselor as P/N 6480955, but I never liked it.*

While a nylon gasket does a great job on other cars, the drain plug on my V8s has a hex head with no flange. That leaves nothing to contain the nylon as it is compressed by the head of the plug and the material deforms around the hex, making it tough to get a wrench on the head next time. After tens of thousands of miles, the drain plugs on these cars were practically rounded off. I had to trim the nylon material away so that I could get enough of a grip on the head to get the plug out.

For the Packards, instead of nylon, I use the annular type of copper gasket as described by (member) packards1. These are similar to gaskets used on spark plugs that don't have a tapered seat. This same gasket is also used on the drain plug in the pan of the Ultramatic.

Once you have a correct sample to work from, you may find these gaskets available from a good old-fashioned parts store.

From member packards1: *The Packard part number 433248 works fine. This is a copper gasket that crushes*

to make a great seal. I have never had one leak. I bought enough for my cars at SASCO in South Bend at the national Packard meet last year. You can also send that part number to the major vendors to check and see if they have it.

From member Owen_Dyneto: Try a good local hardware store, mine has an assortment of sizes in nylon, brass, and copper, all of which should be acceptable. Just take the drain plug to get a size that fits snugly around the threads. Given a choice of materials, I'd take the copper.

Spark Plug Heat range

From sparkplugs.com

The term spark plug heat range refers to the speed with which the plug can transfer heat from the combustion chamber to the engine head. Whether the plug is to be installed in a boat, lawnmower or race car, it has been found the optimum combustion chamber temperature for gasoline engines is between 500°C–850°C. When it is within that range it is cool enough to avoid pre-ignition and plug tip overheating (which can cause engine damage), while still hot enough to burn off combustion deposits which cause fouling.

The spark plug can help maintain the optimum combustion chamber temperature. The primary method used to do this is by altering the internal length of the core nose, in addition, the alloy compositions in the electrodes can be changed. This means you may not be able to visually tell a difference between heat ranges. When a spark plug is referred to as a "cold plug", it is one that transfers heat rapidly from the firing tip into the engine head, which keeps the firing tip cooler. A "hot plug" has a much slower rate of heat transfer, which keeps the firing tip hotter.

An unaltered engine will run within the optimum operating range straight from the manufacturer, but if you make modifications such as a turbo, supercharger, increase compression, timing changes, use of alternate fuels, or sustained use of nitrous oxide, these can alter the plug tip temperature and may necessitate a colder plug. A rule of thumb is, **one heat range colder per modification** or one heat range colder for every 75–100hp you increase. In identical spark plug types, the difference from one full heat range to the next is the ability to remove 70°C to 100°C from the combustion chamber.

The heat range numbers used by spark plug manufacturers are not universal, by that we mean, a 10 heat range in Champion is not the same as a 10 heat range in NGK nor the same in Autolite. Some manufacturers numbering systems are opposite the other, for some manufacturers (Champion, Autolite, Splitfire and Bosch), the higher the number, the hotter the plug. For other manufacturers (NGK and Denso), the higher the number, the colder the plug.

Do not make spark plug changes at the same time as another engine modification such as injection, carbureting or timing changes as in the event of poor results, it can lead to misleading and inaccurate conclusions (an exception would be when the alternate plugs came as part of a single pre-calibrated upgrade kit). **When making spark plug heat range changes, it is better to err on the side of too cold a plug.** The worst thing that can happen from too cold a plug is a fouled spark plug, **too hot a spark plug can cause severe engine damage**

Shortages, Updated

From George Hamlin

Note: This is a follow-up to the article about parts shortages from George that appeared in 56J Only Issue 074, pages 3-4

We have kept poking around the supply chain since doing the piece you picked up from the Potomac Chapter's "Commander" newsletter for February. One thing that should prove useful in getting **wiper blade refills** is the Trico site. It ain't easy, though.

You'll have to go through a convoluted search of that site (by which I mean, many layers of clicks) down to "vintage" refills. Once you get there, enter make, model, and year, and the proper refill part number will be displayed; but you don't get it directly from Trico. It will have to be purchased at a specified local dealer, also to be found on that site. You'll probably not find your piece when you get there; they'll have to order the thing, and you'll be coming back next week for it.

All this takes some time, plus the drive to that specified Trico dealer, over and back, over and back, but this is the future for wiper refills.

Recommended Wiper for 1956 Studebaker Golden Hawk



Note: The regular Trico wiper blade refill for the 1956 Golden Hawk is #33-122, and the winter blade is #37-111. This information was reported in the February 1997 issue 026 on pages 1-2.

56J Early Spark Plug Wire Brackets

From Brent Hagen

I was up past midnight last night going through pictures of all the 56J's I have parted out and found a good example from the one I parted out from Bonney Lake, WA. Engine was very rusty, but it had the air cleaner missing and you can see the wires and correct wire holder brackets quite well.

You may already be aware of this, but the early Packards and Clippers routed their wires a little differently and used different mounting brackets. When many of our 56J's got engine replacements (often from a 352 Clipper engines or 55 Patrician engines, they sometimes ended up the Packard mounting brackets. I have noticed this on some of the 56J's I have parted out. This can be real confusing..... These part numbers are from the Studebaker and Packard parts books:

56J Early wire Holders "Brackets" part numbers:
439830 left front (note: with Studebker part numbers, even means right side but being this is a Packard part number....
439831 right front
440821 rear

Early Packard wire holders:
6489377 Right, all 1955 and 1956 models
439831 Left, all but Caribbeans
440821 Rear, all but Caribbeans



Notice how the left on the packards became the right on the 56J's
The Right bracket on the Packards is a vertical wire holder
The only bracket that is the same part and location to both 56Js and

Packard/Clippers is the rear wire holder.

Fixing Runs In Paint From Larry Herweg

Note: Larry owns a restoration shop and is restoring a 56J for Larry Bost. I asked him about runs in paint.

Modern paint is different from the stuff we used years ago. Lacquer was painted on with a brush in the Model T days and then sanded after several layers to attain the shine and smooth surface. That was how it was taught painting in the body shop classes.

Enamel was basically the same years ago, only by this time we were spraying paint. It was able to be sanded after drying and curing.

Today, paint whether two stage or single stage is still two components. In the single stage, it is mostly a clear binder to which the pigments and other resins are added. As the paint dries on the surface, the clear binder floats to the surface to cause the shine we see. Just a little lower is the pigment. It is protected by this thin layer from losing the oils and becoming "sunburned". If we sand through this layer we expose the pigments and should apply another layer of paint.

In the case of two stage. it is much easier. Just sand out the runs as I did and polish to a high luster. Re-paint with clear is possible, but not needed unless one sands through he clear.

Having said all that, here is how I sand out runs and sags to perfection. I have yet to see any problems with paint exposed. We always keep plenty of polish and wax on the paint anyway.

Start with a sanding block. I use a rubber 3M half moon shaped thing that holds the paper on each side. Sometimes I use a piece of wood moulding the shape of the area I am needing to correct. I make a tool to fit the shape of the surface, and then wrap the paper around the wood tool. I always change the portion of the paper touching the surface often. It dulls fast. One can tell by the resistance on the sanding stroke between a new paper and a very used portion.

Begin with a coarse wet or dry paper. I like Norton's Black Ice as it has less stray grits, and thus leaves less stray scratches to polish out on the higher grit steps. I use a back and forth motion for a while and then change to a 45 degree to the first scratching. This makes cross hatches and keeps a level surface. One can also see the progress better by learning to read the scratches. I use this motion on each of the grits following.

I start with 220 grit if the drip is heavy. Using plenty of water from a wet sponge above the area being sanded, I carefully move the sanding block over the run touching only the high spots. I take the run or drip down about half way. If I cannot see my progress, I stop, dry the area with a towel, and can see the dull paint where the sanding is taking place. This is a very delicate operation, and very tedious, but yields great results.

When the area looks about half way down, I change to 400 grit, and sand as with the 220. When the area looks pretty flat, I change to 600 for a bit until it looks like we have the high spot of the run or drip removed. Don't go too far.

Then I change to 1000 grit to remove the 600 and any 400 scratches left. This step I begin sanding the surrounding area just a bit larger than the removed drip or run, say the width of the sanding block.

Then, I change to 1200 paper. This is the last grit necessary, though one may use a 1500 if wanted as a further step for more smoothness. Just a little sanding should be necessary at this point to rid the surface of the 1000 and 600 scratches.

Then I use a good commercial polishing compound, not rubbing compound as this is too coarse. The polishing compound is designed to get rid of the 1200 grit sanding scratches. Apply the polishing compound, an amount about the size of a quarter, to a 100% cotton rag the size of one's 4- fingers. An old tee shirt cut up works for us very well. Avoid the seams as they have thread of polyester and can scratch.

After about three applications according to the directions on the bottle, one can see a good shine. I then leave the work for a bout a day or two. Wait for the oils in the polish to clear, leaving any paint scratches or dullness easy to see.

IF there are still scratches, or a dull spot, more rubbing with more polish should do the trick. Follow by another

waiting period. If the surface is satisfactory, we are ready to apply glaze or sealer. There are many good sealers. I like Mirror Glaze glazing compound. I also use a commercial product.

After applying the glaze like the polish, I wait a few days to see the results. If there are blemishes, I go back and fix them, repeating the steps to finish.

All of the above steps are repairable if one still needs to repaint, meaning they are all paintable. Non have silicone. That is very important.

On new paint one must wait 30 days before applying wax. Your paint is aged so there is no need for waiting past two days, just let the polish dry, approve of the repair, and then wax the surface.

So you see Frank, it is as easy as that to repair the runs. It just sounds like a lot more work in words that demonstrating. I must say though, my middle son could not take the discipline and left when I hired him to do one door on that '35 Packard.

Hope this helps. If some of it is a bit muddy sounding, let me know. We can attempt to clear the waters.

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.

- 597 Toby Masten SN 6030091
Springfield MO Former Owner Cliff Hall
- 598 Terry Case SN 6031811
Broken Arrow OK Former Owner Fred Case
- 599 Russel Farrar SN 6032880
Ringwood IL Former Owner Roland Farrar
- 600 Sam Meller SN 6031922
St Louis MO Former Owner Charles Meiron
- 601 Al Miranto SN 6032397
Tuscon AZ Former Owner Richard Kaufmann

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.)



C. D. Eldridge January 24, 2013

Just a note to thank you for what you do with the newsletter. I definitely want to stay on the mailing list.

This information might be of some interest: When I purchased my '56, it had a very annoying vibration. After checking everything I could think of, I decided the vibration was in the engine. I pulled the engine and started to strip it down when I noticed the crankshaft was extra clean the the bearings were new. The crank was marked 10R and 10M. It definitely had been replaced.

Then I remembered when I worked on these cars and Packards in the late '50s there was a problem with mixing crankshafts between the 320" V8 and the 352". I checked the marking and a 320" shaft had been installed. A correct shaft was installed and now the problem is solved. Believe me the engine will vibrate when the 320" shaft is installed in a 352". Below is a portion of a page from Service Counselor Vol 29, No 5 from May 1955.

Crankshaft Identification 55th Series

The crankshafts used in all 55th Series engines are identical in appearance and measurements.

However the crankshafts used with 4" pistons are balanced differently than those using 3-13/16" pistons and can be identified as follows:

- a. The crankshaft used in the 4" bore engines (Clipper Custom and Packard, models 5560-5580) can be identified by the number "4" stamped on the milled surface on one end of the front counterweight.
- b. The crankshaft used in the 43-13/16" bore engines (Clipper Deluxe abd Clipper Super, model 5540) can be identified by the number "3" stamped on the counterweight.

Larry Herweg January 21, 2013

(Note: Larry owns a restoration shop dealing mostly with Packards, but is restoring Larry Bost's 56J)

I just finished ordering a Pertonix unit from Ponderosa Mustang. I had to email Matt, as the Web Site does not acknowledge our part number or car. I mentioned where I obtained my information. He emailed back the price (\$105 w/shipping), and the fact that he will "kick-back" \$5 to the 56GH Newsletter! He also mentioned that twice during our phone call. Not a bad thing!

I also did a quick search at the other vendors mentioned who carry the part. Most have it for \$130 + shipping. Advance Auto could not find it on their online site, even with Auto Tech Chat. Their nearest store is in Colorado. They said it probably would be special order by going into the store. Who needs all of the others when we have Ponderosa?

Thank you also for the other email with attached 56J Newsletter! I was "glued" to every word front to back. I have had so very many inquiries about the Pertronix, and found the same dead-end you had faced for so long. At one time the Pacific Northwest Region of Packards International had offered the Pertronix units as a Club Project, but discontinued them some years ago. Now we have the option of a good breaker-less ignition for those who do not have the time or want to set points. A good option as we attempt to gracefully age with our cars!

We received the PerTronix unit in two days. It does install easier than taking out the point breaker parts. I was concerned about the part number stamped on the back. It is "1382" and I had ordered a "91382". Contacted PerTronix. They responded right away. The 1382 units are black. The 91382 units are red, and should have a sticker saying "Igniter II". I do have the correct unit. Great experience.

Brent Hagen **January 26, 2013**

Another great newsletter, thanks! Kudos to you and Joe for coming up with an electronic ignition for the 1BJ4000C/E 56J distributors!

Regarding the air conditioned 56J- I had not known that they had proposed adding A/C to 56J's until last summer at the International Meet. I took a tour of S.I.'s new warehouse. At the end of the tour, the young tour guide pointed out a pallet of nos heat exchangers and mentioned that they were for 56J's.

I later asked Ed Reynolds if that were true and he said "yes". They were rather expensive, but I bought one thinking I may one day use it on my 56J with Ultramatic to use for the external cooler (rather than the after-market Hayden I currently use).

Terry Case **February 23, 2013**

My dad was a Studebaker dealer, He bought this beautiful car new and drove it until 1962, He had a modified Packard engine bored to 426 cubic inch with a 2-four carb set up, for drag racing which I still have. This engine broke a piston and scored a cylinder. He then put it in the garage, where it sat for the next 30 years. He willed the car to me and I finally got around to putting the original motor back in. I have since had it repainted and done some restoration. But am looking to sell it now. It is all original and most every thing works. I am currently trying to get the overdrive to work. If any of you Studebaker fans want an awesome car with a lot of extra restoration

parts please contact me at 918-906-7224. It has 80,000 original miles on it.

AI & Laura Miranto **April 12, 2013** *(NOTE AI & Laura are the Son-In-Law and daughter of Richard Kaufmann who passed away in December 2012.)*

Thank you so much for all of this information! Laura and I have read and looked over this at least half a dozen times, and have some tears but of happiness for a person (Richard Kaufmann) who truly loved his Studebaker. We were really amazed at the initial condition of "Stude". Must have required substantial restoration. I gave it several coats of wax recently, as Richard (Ozzie) did not believe wax was necessary! (those are enamel paint jobs, don't need it) since Stude is 6 years younger than I, I feel an even stronger bond.

The only mods will be to add seat belts, and some underhood decals on the valve covers (they should be silver) and on the oil filter reservoir.



This photo appeared in February 2004 Issue 047 when Richard almost lost his car

We are grateful for your expertise, this information has brought much to Laura and I however now I will be looking at that ridge the Stude was perched upon, as that is near where it is parked! Heartfelt thanks!

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 for owners and fans to exchange information. Click on *56J ONLY Message Forum* on our home page.

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. Scan the QR Code with your mobile device.



✓ **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 or you can see them on the 56J web site. Elaine Kordyban 6413 Wager Dr Rome NY 13440 phone 315-339-4847 email 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: 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 \$9, Inner Fin mouldings (C-Chromew/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 wiresets. Please specify wire bracket type- early finger-type or later grommet-type, and single or dual carburetors. Cost is \$56 + \$12 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: 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; 12Volt 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. (04-2013)

Wanted: Back up lights for the 1956 Golden Hawk NOS or in good condition for replating. Please reply to Ed Kann at koorana@comcast.net (01-2013)

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 inner 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)

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)

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 rmpres@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)



\$40.00 + S/H

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

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: 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

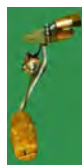
my '56J friends for \$10.00 each. For comparison, most major Packard suppliers are asking \$14-16 each. Cam Retainer Plate and Spacer - The factory engineers redesigned the oiling system to ameliorate the lifter clatter problems. The second-design cam retainer plate and spacer has been remanufactured 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)

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: **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: 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: 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: 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)	



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In this Issue

- **Brake anchor block** has an arrow on it pointing to the primary shoe.
 - **Oil drain plug gasket** discussion on the Packard forum on whether to use metal or nylon.
 - **Spark plug** heat range information is presented by the web site at sparkplugs.com.
 - **George Hamlin** has an update on his parts shortages with information on wiper blade refills..
 - **Brent Hagen** supplies some information on the spark plug wire holder bracket.
 - **Larry Herweg** explains how to get rid of runs in paint and tells of his good experience with ordering the PerTronix unit from Ponderosa Mustang.
 - **C. D. Eldridge** has some interesting information on Packard V8 crankshafts.
 - **Brent Hagen** offers a little more information on the A/C Golden Hawk article.
 - **Terry Case** want to sell the car his father bought new in 1956 .
 - **Al & Laura Miranto** inherited Richard Kaufmann's 1956 Golden Hawk upon his passing .
 - **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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