



# 56J ONLY



## THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)

The Packard Family Crest and Packard Script are registered trademarks of The Packard Club, PAC, [www.PackardClub.org](http://www.PackardClub.org) and are used with permission.

NUMBER 076

ESTABLISHED JANUARY 1, 1989

OCTOBER 2013

### 1956 Golden Hawk Runs In Italy's Mille Miglia *Third Time's A Charm*

In 2011, Jan Dyck from Antwerp Belgium, ran his 1956 Golden Hawk in the 2012 Mille Miglia (1000 Miles) rally in Italy. On the second day, he had to drop out due to brake failure.

Leo Schigiel bought the Red/White 1956 Golden Hawk, SN 6032373, owned by Ken Berry of Round Rock TX and after much "refreshing", ran it in the 2013 Mille Miglia held from May 16th through May 19th. Registration closed on December 31, 2012 so Leo was fighting the clock to get the car prepared and shipped in time for the race.

The 2013 race consisted of 415 entries selected from 1,575 online registrations, each of whom was willing to post the required entry fee of nearly \$10,000. Normally, the field of racers is limited to 365, the extra 50 were special entrants that were allowed to enter but would not be part of the final classification. The race runs from Brescia in the north, to Rome and back again via a different route while zipping through nearly 200 communities.



Leo with beard no hat, Eric my Son on my left with no hat (Photo courtesy Leo Schigiel)

There were 300 timekeepers along the route and 1000 police officers on hand to handle the enthusiastic crowds. The race attracted participants which ran the gamut from film actors, musicians, celebrities, business

executives, professional race drivers and classic car enthusiasts from around the world.

Many factory supported teams from Mercedes, Jaguar, Ferrari, Alfa Romeo, Fiat, Maserati, Porsche, Aston Martin, Lancia, BMW and Bugatti were entered. Fiat (70) and Alfa Romeo (69) fielded the most entries. The overall winner of the Mille Miglia this year was a team from Argentina, Juan Tonconogy/Guillermo Franci Berisso, driving a 1927 Bugatti Type 40.

Leo did very well considering a breakdown near the end that cost him several hours. But, he did finish the race and that was the goal. I was even more impressed because the car was equipped with a manual steering box and an Ultramatic transmission.

Over the next several months following the race, I kept in contact with Leo asking questions and keeping a history of his

responses. I was curious about not only the race and its conditions, but also about accommodations and food. I tried to piece all the comments into a story that might supply a little of the flavor of the race. Here are some comments from Leo:

*"Look up our Team Website regarding our experience in Italy [www.scuderiasports.com](http://www.scuderiasports.com). There is also a YouTube video on an interview of me at the start of the race. Look at all of them, you will enjoy it.*

*We did very well except we lost the 2 rear bolts that hold the lower A-arm and almost lost the left front wheel 6 hours before the end of the race. We were in 141st place at the time we broke down.*



Car with our names on fender, Eric (my son) and Me. (Photo courtesy Leo Schigiel)

*If we had not broken down we would have probably ended in high 90th place and taken the American trophy, but unfortunately we had these mishaps and even with that and losing 2 hours we ended in 260th place out of 415 cars. This is not bad at all but it was tough with the stock, 6 turn from end to end, Ross manual steering box on the car.*

*We were finishing one of the toughest series of turns in the whole rally/Race and luckily just at the instant the steering went bad, we were coming into a small town. I pulled off into a side street looking for a level flat spot where we could jack up the car and check to see what had happened. We called our team back-up truck and gave them our location. They were 2 hours behind us.*

*We already had started to jack up the car although we only had 1 bottle jack in the trunk. We had left another bottle jack in the team back-up truck, with a bunch of spares we had brought with us such as a large tool box, spare starter, batteries, fuel pumps, brake pump, water pump, etc. They suggested we should let the truck carry most of the spares so we would not have so much weight in the rear of the GH. What we did not realize was that we should have kept both bottle jacks with us because in this case we needed another one to be able reposition the lower A-arm, if we were going to be successful to match it with the holes for the bolts to slide in. I prayed at that moment that the A-arm was not warped or bent. But we did not have another jack so we had no choice but to wait. We had already asked our back-up truck crew to stop and buy us 2 bolts, nuts, & washers and gave*

them the size we needed because it was getting late. We were afraid all mechanical shops would close at 6 pm and it was already around 5:30.

Suddenly, an Italian gentleman named Luca stopped and with perfect English, asked us if he could help. We said we needed a jack and 2 bolts, nuts, and washers. He replied, "I think I can help, I live right here" and pointed to a building and said he would be right back. In about 5 minutes a little pick up truck showed up with Luca at the wheel. He mentioned he did a lot of work on his cars. He was an engineer and had tools and spares. He had two rally mountain climbing cars and he also competed in different events.



Here is a photo of the car sporting its new "56 Mille" license plate (photo by Leo Schigiel)

Very quickly he took out an aluminum floor jack plus a few boxes full of used bolts and nuts. We were able to quickly find the bolt that we needed and thank GOD. The crucial moment came where we jacked up the car to reposition the A-arm back in its place. Eric my son, got under the car and as

we slowly lifted the A-arm he had the first bolt in position to see if he could get it in. He said "Dad, it just slid in perfectly!" I looked up and I said God is with us, thank you!

So we had to tighten the whole front end as every bolt was loose, and put all the things back together in the trunk. I did not know how to repay Luca, our friend by now, for all his help. We had many items from all the towns we stopped at when we checked in. When we'd go through, they give us gifts and items they either are known for, or like, such as sauces, pastas, nuts and other delicacies. Customarily, every town we went through, the Mayor and dignitaries from the town received us and showered us with food and gifts. So we had accumulated a nice amount of goodies and Luca refused to take money. I said please take all these wonderful gifts we got, we would never be able to cook these delicacies. So I convinced Luca to take them, and soon after we were on our way to finish. We had 6 Hours to go. By the way, Luca is an Engineer for Magneti Marelli which is owned by Fiat/ Chrysler now.

After returning home, I wrote to Luca telling him, thanks to his help we finished the race. I also offered to buy him lunch or dinner if he ever came to Miami. He wrote this nice reply: "Hello Leo: I'm very happy reading your message, and knowing that you came on time at the finish line! The place the car broke was Pianoro, a little village at more or less 10 miles distance before Bologna, on local route # 65. The day after I checked on the Web to have your news, but no sure news were displayed on the official classification. I worried a bit because M10 resistant section is lower than 3/8" one... but as you know, the worst turns were almost finished."

"As I probably told you, I am a vintage car enthusiast. Actually I drive some National hill climb races with my MY72 Fiat 124 Sport Coupé, tuned mostly on my own, so I understand how important it was to finish this international race. That's because I was sorry for this breakdown, but really pleased to give in some way, a little help to people that shares my same hobby. Thanks a lot for the food you gave us (very good and already enjoyed in our kitchen!). Many thanks also for dinner invitation in Miami, that I hope to visit soon or later for a holiday (Michigan

is the usual destination of my work trip). Please let me know if next year edition or for some other reason, you'll be back to Italy. Stay well and say hello to your son too! - Luca"

The race was 3 days, 1,000 miles mostly mountainous passes and small towns on the route. 1st leg was from 8 PM till 2:00 AM from Brescia to Ferrara, and was for 6 hours. 2nd Leg from Ferrara to Rome was 16 Hours from 8 Am till 12 Midnight. By the time we were taken to the hotel, it was 2 AM. Went to sleep at 3 AM and we got up next morning at 6. 3rd Leg from 7 am till 12 Midnight finish, 17 hours.

We never stopped for Lunch except on the 3rd Leg while waiting to arrive at a check point when we were 1 hour early. That is the one where Roger Penske and I waited and chatted, and Eric took our picture together.

Mostly we only stopped for gas many, many times because my gas gauge did not work properly. We filled up approximately every 10 gallons we used, just to play it safe. We were told to always make sure we had enough gas and not to let it get close to empty, primarily when running after 8 PM at night where the few gas stations available started to close around that time. And our 56J drank fuel very rapidly. I think we were doing like 7 miles to the gallon approximately, or maybe even 6 MPG.

The hotel accommodations were given to us by the Mille Miglia and chosen by them. Every one had different hotels. At the hotels they had breakfast in the mornings. Although they had special spots, we never stopped for lunch. Our team members were all scattered because we all had different starting times. Example the first car would start at 6:30 PM and every 20 seconds after, another car would follow. We were # 332 and left about 8.38 PM which was our turn to go. We all got together at the finish line as we came into the finish because our team won 2nd with our teams 1933 Alfa Romeo. We celebrated off the podium. A period of approximately 3 hours elapsed since Car #1 came in, till the last numbers followed.

Handling the intense curves and climbing, she gave me great performance and a great ride throughout. Although Advil was quite helpful for arm and shoulder pain, but it was super worth it! At the end of the day, I couldn't hold up a pen if you handed one to me.



Look at the tight curves, they were practically hair pins and there must have been a minimum 400 of these throughout the trip

The Ultramatic we finally got rebuilt in Miami performed exceptionally well using (L) all the time when manually down shifting going into the heavy turns. We went from (D) to (L) at 2,000 RPM, and accelerating out of the turns we climbed to sometimes 3,500 RPM, up to 4,000 or 4200 RPM. To get enough power to get her to pull out of those crazy curves, the 275-300 horsepower helped immensely.

## The Original 1956 Golden Hawk Mille Miglia Racer

*This is what happened on a typical turn: When we came into a turn tight at 50-60 MPH, I jammed it manually into (L), and tapped on the brakes to slow it down. The tachometer went from 2,000 RPM instantly to 3,500 slowing it even further to be able to go into these turns. At the same time to get out of them, I'd hit full throttle till approximately 4500 RPM and jam it back into the second (D)rive position to go back to normal power operation. There must have been a minimum of 400 of these throughout the trip.*

*As Roger Penske said to me after I was on his tail in his Gull Wing for about 30 Minutes on one of the runs, "Leo I could feel the draft behind me of that Studebaker." He said it with a big grin on his face while we stopped at a check point. We both were there too early and had to wait for our expected time to arrive. He was #310, I was #332.*

*Although (name withheld) said they were garbage transmissions, after this experience I have a lot of respect for the (Packard) Ultramatic. Best Regards - Leo*

-----

After reading Jan Dyck's comments from the previous year, I didn't think any full size American car from the 1950s would fare very well in this type of rally. However, I did find that five other American cars were entered in the race and all of them finished. The other American cars were a 1955 Ford Thunderbird, a 1933 Ford Model B, a Ford A Roadster Deluxe, a 1929 Chrysler 75, and 1954 Lincoln Capri.

Finishing the rally with a large American car from the 1950s, equipped with an engine that saw only two years of production, and a transmission designed totally in-house by an independent manufacturer, is pretty special. Regardless of what has been printed and uttered over the past five decades, it's nice to have first hand facts instead of second hand opinions.

Every time I spoke with Leo and learned more about the race conditions, and how he handled them, I was more impressed than before. If mother nature hadn't already put in a bid on them, I'd have given my eye teeth to be there. I don't know what the future holds for the 56J and the Mille Miglia but I hope this isn't the end of the story. When I last spoke with Leo, he hinted that he would try it again next year. No matter what the future holds for the 56J and the Milla Miglia, congratulations are in order. Leo's is the first Studebaker to ever finish this race and I think he has made every Studebaker fan proud.

Remembering Leo's description of going into and getting out of those turns at 50 to 60 MPH, I checked the 1956 Owners Manual. Regarding the Ultramatic and L (Low) gear, it reads, "Engine Braking is a big help when you come down long, mountainous grades. In the Golden Hawk slow your car to 25 miles (40km.) an hour or less with the brakes. Then move the selector lever to the L (Low) range." I guess Leo didn't read the manual!

I looked up the phrase, "push the envelope" and found two entries. The first read, "to move beyond the limit of what has usually been done or was the accepted standard." The second entry simply stated, "See Leo."

As for Jan and his future Mille Miglia endeavors, he wrote, "I will maybe be in Italy next year to encourage Leo if he plans to go back for a second participation. As for myself, one edition was enough....I need my minimum of 6 hours sleep to survive!"

I became curious about that Golden Hawk entrant from the 1956 race. Whenever I read anything about a special 1956 Golden Hawk, I always try to find the serial number and any other information. Internet searches provided the following:

The team from Switzerland in 1956 consisted of Daniel Pache and R. Flury who participated with car # 552. The rally was held on April 28-29, 1956. I believe they drove 182 miles, but finished 362 out of 365 entries. That race featured 3 women drivers, Annie Bousquet finished 95th with a Triumph TR2, V. Auriach finished 169th in a Renault Dauphine, and Giovanna Maria Cornaggia Medici was right behind in 170th with an Alfa Romeo 1900 SS. There were three fatal accidents.

R. Flury apparently competed in just this one race while Daniel Pache finished 51st in the Ollon-Villars Hill Climb on August 25, 1963. He finished 42nd in the Sierre Montagna Hill Climb on August 30, 1964. In both instances, he drove a Mercedes-Benz 300SL. He was scheduled to drive a Fiat-Abarth Monomille in the Ollon-Villars Hill Climb on August 29, 1965, but he and/or the car did not show up in time for the event. Other American cars entered in the Mille Miglia from 1927 - 1957 included Chrysler, Lincoln, Ford, and Nash-Healey. There was no race in 1939 and none from 1941 to 1945.

I wrote to fellow Orlando Area Chapter Member and Studebaker Racing enthusiast Bob Coolidge, who had this to report:

*"Frank: The 56 GH was a Swiss entry. I have never located anyone who had knowledge of this race car. Some years back I wrote to a SDC member who was listed in the SDC Roster as living in Switzerland inquiring about this race entry. I did not receive any response. I have had an inquiry or two about this over the years since I have had my web site ([www.studebakerracing.com](http://www.studebakerracing.com)). I have always requested info from them if they turned up anything. So far nothing has come back.*

*The GH finished 362 out of 365 starters. It carried the # 552. They must not have made much distance to finish so far back. It ran in the Sports + 2000 category. This was the same category as the first four finishers which were Ferrari's. This particular edition of the Mille Miglia was run in the rain so their tires may have been an issue. 182 entries finished the race. No time was given for the GH so my guess is that it did not race for a long time. The shortest time listed for the DNF group was 6 hours 15 minutes 18 seconds. It was the only American made entry in the field. I expect if one had time there is a photo and/or other information somewhere in Europe about this that could be found. "*

Searching my 1956 Golden Hawk production order database, I found 32 cars that were shipped to Switzerland but as I expected, nothing concerning the Mille Miglia, Dan Pache, or R Flury turned up. Of course, there is no guarantee that the race car was originally shipped to Switzerland, but I felt it was a good place to start. Of those 32 cars, 25 were shipped prior to the April 28, 1956 race, the last two shipped on April 12, 1956. A photo would have helped narrow the search, as I might be able to identify color and some options, but I couldn't find one anywhere.

I also wrote to the Miglia Miglia Museum in Brescia Italia to see if they could supply a photo and/or the serial number of that 1956 entry. The message I received left me with the impression that they would not be able to provide either item I was looking for. Below is the message:

*"Dear Mr Ambrogio," "I received your kindly request and for the historical archive there is a research start up flag charge of Euro 30,00 + 21% Vat= Tot. Euro 36,30. (also in case of unsuccessful research). If it's possible, I ask you to send me a copy of payment. Afterward, we will send you a preventive regarding documents that we found in our historical archives. In attach you will find our bank coordinates. In case of interesting, please send us your details so when we receive your account we will send you by post the invoice regarding the payment."*

*"If you want to have information about the serial number or something else, I can't be helpful. I can only confirm or not if you provide me those numbers. Awaiting your answer and staying at your disposal for further information." "Best regards, Giacomo Archivio Museo della Mille Miglia"*

Had Giacomo been a little more encouraging, I would have invested the 36,30 Euros on the chance I might find something, but as it stood at the time, I abandoned that avenue. The history of that 1956 entry will remain a mystery for now.

### **Farewell To Bondobilly**

**Bill Glass, December 3, 1944 - August 14, 2013**



**Bill working on the Hawk from Hell around 1989-1990**

Bill registered the "Hawk From Hell" in 1989, just a few months after I started the Register. Early on, we had several phone conversations. Right from the start, I could tell he was a little special. He told me about his car and that he was doing most of the work himself.

He bought the car a couple years earlier from (name withheld) for \$3800.00 and was supposed to be a "strong #4", which he stated turned out to be a bad five. He started taking adult education courses at night in auto body and welding. While dismantling the car, he discovered that although nothing was missing," everything was a disaster."

One time he wrote to say he had a lead on a continental kit for the car and wanted my opinion. I'm not sure what my response was, but he apparently opted not to use it.

He had a colorful way of expressing things, such as, "*Saturday September 6, 1990, the GH went for its first ride since 4 years ago, under its own power, with two passengers plus myself. Needless to say, my wife and daughter were extremely frightened, so much in fact that the Chinese laundry will only know for sure. You must understand that there were no instruments, no dash board, and no windows in the car at the time of the drive.*" I could certainly understand why Ellen and Robin might have seen their lives flash before them during that ride.

Some time later, Bill created a complete line of 56J products including clocks, T-shirts, sweat shirts, mugs, and license plates. He even created them with an image of a 56J in any color the purchaser wanted. I have several of those items and whenever I look at them I fondly remember him. Bill secured the domain name 1956GoldenHawk.com, offered it for our use, and paid the yearly registration fee.

When the 56J Only Message Forum was created by Scott Reid, Bill was one of the first to join and probably the most frequent

participant. I always got a kick out of his reference to his "all girl" pit crew. It always seems wrong when someone who is younger than I am, passes away. It just feels out of order. At four months shy of birthday number 69, Bill left us far too soon.

### **Fish Plates From Brent Hagen**

My experience with 56J's dates back to 1990 when I purchased my first 56J. (It was later described to me by an earlier owner as a "parts car"). I was also told it had a cracked frame. The crack turned out to be a half-inch long. It was located in the problematic area- by the coil spring pocket on the lower lip of the frame, just to the rear of the large cross member where it is riveted to the frame. This was when I first came up with the idea to reinforce this area of the frame with a fish plate. The other side of my frame had a slight ripple, but had not cracked. I fish plated both sides.

Not long afterwards, I was under my friend, Bob Thompson's, 56J and spotted cracks in the same area as the ones on my frame. We fish-plated his 56J's frame as well.

I have seen cracks on numerous 56J's I have parted out. When left untreated, the cracks spread until the frame is structurally unsound.

These cracks are not limited to 56J's. I recently had to fish plate our 1955 President Hdtp which had cracks developing on both sides of the frame in the same place as the 56J's. A friend discovered cracks on his 1962 Studebaker wagon equipped with a 289 V-8 which had over 200K miles on it. By the time he discovered the cracks, they ran down the frame and he had to scrap the car.

I believe the adage "A stitch in time saves nine" applies here. The fix is easy. The car needs to be elevated in order to install the fish plates. The only two tools required are an electric drill and a welder. The fuel line needs to be temporarily moved in order to install the fish plate on the Driver's side. The best time to install fish plates is when the A-arms are off, as that gives you plenty of room to work on the frame, but there is room to work on the frame in that area with the A-arms in place.

### **Oil Filter and Pertronix From Kendall Gibbs**

A heads up for other 56J owners: Started to get lifter and rocker noise on left hand side of engine, slowly getting worse over the last year. Right side OK. Thought maybe lifters starting to go bad but why on one side only? Looked up Packard V8 oil circulation diagram. Saw that branch to oil filter splits off right after left lifter supply gallery and before supply to rockers.

Decided to plug fitting to filter. Noise was less but not gone. Next removed cover and rocker shaft. Shaft

noticeably scored under rockers, some worse than others. Luckily have a spare engine so swapped whole rocker assembly and -voila- engine back to its quiet self. My conclusion: excessive filtration through Fram C4 pleated paper element leading to low pressure in the left lifter supply and oil starvation to the left cylinder head. The original style cotton waste filters offered much more resistance to flow so this was less likely to happen but as far as I know they aren't available any more.

I put a tee fitting in the line to the oil filter, put in a fitting at the filter with a restriction, and hooked up a mechanical pressure gauge to the tee. It reads 25 lbs @ idle, hot, when the dash gauge shows 30. Nice drips of oil off rockers now. Hope this is enough. Engine idles smoother too. May decide to eliminate filter altogether. Keep it on engine as a dummy!

On another note, put in latest Pertronix igniter unit. Seems to work well but NOT exactly plug and play. It changed the timing (retarded) so much that I couldn't correct it with a simple adjustment but had to pull out the whole distributor and move it ahead one tooth on the camshaft. Have to remove the Ultramatic throttle control cross shaft to do that and be careful not to lose the little C clips behind the engine. Don't want to jinx things but at least the Ultramatic continues to work well.

### How Many Are Left?

#### 1956 Golden Hawks Registered/Reported/Scrapped

240	Registered Owners
299	Cars Registered By Owners
303	*Cars Reported But Not Registered by Owner
<b>602</b>	<b>Total Cars Registered plus Reported</b>
39	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.*

- 602 Sheila Beall SN 6031098  
Baltimore MD Prev Owner unknown
- 603 Bob Juba SN 6030799  
Rahway NJ Prev Owner Ken Kidwell
- 604 Mark James SN 6032455  
Lancaster PA Prev Owner Ed Bunker

**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.)



**Brent Hagen May 22, 2013**

I have the parts car 6800145 almost stripped in the engine compartment. Only thing left to pull in the engine compartment is the power steering column. It would have been re-moved by now-except for the constant rain. An interesting thing about this car is that the engine had a forged crankshaft. Have you ever seen one? I will take a picture of it standing next to a cast Packard crank shaft. I am told they are ultra rare. The service bulletin mentions that they made some due to the fact that they ran out of factory cast crankshafts. It is much cheaper to cast crankshafts than to forge them, but for low number production it was probably cheaper to have them forged. Forged cranks are stronger because they don't have the hollow journals. I wonder how many they forged? Maybe Andy Beckman or Richard Quinn know?

### 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 for Sale.352" Packard V8, automatic transmission, PS, PB, radio, Green/White, damaged front fender and cracked passenger door window, Serial 6800570, \$8000.00. George Vranich 724-866-7087. (09-2013)

**For sale:** -1956 Golden Hawk for Sale. Restored to very good condition. Color is Sunset Gold and Snowcap White. Has Auto Trans ( Ultramatic), Power Steering, Power Windows and Modern Air Conditioning. Interior is black and white. New wider rims and recent new tires. Much new chrome. Body under coated during restoration., . Driven to



SDC Nationals in Detroit, Omaha, and Cedar Rapids. Always driven. Has been shown with class high 2 rating by judges. at national meets.. Engine and transmission rebuilt. Original owner blew engine. Now has 40 thousandth oversized pistons. A "showy" car. A very good "3" condition based on value condition scale in Car Collector's Price Guide. It is valued at \$21,600. Note: Additional pictures available via "E" mail if requested. For more info call Don Brewer East Moline Iowa 309-792-2546 or email of dcb-manferd@sbcglobal.net (09-2013)

**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](mailto:ekordyban@yahoo.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 LightSwitch \$12, Hawk Hydovac 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 wire sets. 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 (exchange), 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](mailto: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](mailto:FORD6566@aol.com) [www.PonderosaMustang.com](http://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](mailto: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](mailto: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](mailto: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](http://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](mailto: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](mailto:ghawk352@effectnet.com) [www.1956goldenhawk.com/hagen](http://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](http://www.studebaker-intl.com) Email: [jim@studebaker-intl.com](mailto: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](mailto: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](mailto: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**



\$38.00

**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).

**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***

- **Leo Schigiel** ran his 1956 Golden Hawk in Italy's Mille Miglia race.
- **Brent Hagen** has manufactured Fish Plates for the frame area that is vulnerable to cracking.
- **Brent Hagen** is parting out a 1956 Golden Hawk with a forged crankshaft.
- **Kendall Gibbs** tells about a modification he made to the oil supply and Pertronix Ignitor.
- **Bill Glass** a.k.a. Bondobilly and owner of the Hawk from Hell, passed away in August.
  
- **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.



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

PLACE  
STAMP  
HERE

**MAIL TO:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

