



56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

The Packard Family Crest and Packard Script are registered trademarks of The Packard Club, PAC, www.PackardClub.org and are used with permission.

Number 079

Established January 1, 1989

October 2014

1956 Golden Hawk, Classic American Magazine Photo-Shoot

By Richard Atkinson

I'd been in contact with Classic American Magazine for a number of years; at first trying to encourage the magazine to include more Studebaker articles, then communicating directly with Editor, Ben Klemenzson, after I imported my first '56 Golden Hawk into the UK in 2006. As some within Studebakers circles know, this car was blown up whilst going through restoration. With insurance monies received, I opted to return to e-Bay, purchasing a replacement project car which arrived in the UK in late November 2007. I'd bought the car from one-time Studebaker collector, Richard Johnson, and it would take a further 5.5 years to complete the car's restoration.



Liaising with Ben long before the appointed photo-shoot, it was agreed that Kemble Airfield would be a great location for the car; just the place to feature a pristine Golden Hawk with the juxtaposition of aircraft that had seen better days!

The airfield dated back to the 1930's and from the 1960's to 1980's was the base of the RAF's, Red Arrows Display Team. Our patch for the shoot at Kemble was operated by Air Salvage International Ltd (ASI), who specialized in recycling aircraft that had come to the end of their operational life-cycle.

Like most summer's days in the UK, it was a case needing to know what the weather might be like first before setting off!

Fast forward 6.5 years with the car completed and with my son, Rhys, as navigator, we left for the arranged photo-shoot of my car.

The afternoon sun was shining and it felt relatively warm; a good day for the car's inaugural magazine debut. Rhys was excited; he'd brought his digital SLR camera and

lenses along with him and hoped he might pick-up a tip or two from the magazine's professional photographer, Jon Robinson Pratt.

By the time the car was escorted on the runway apron and into the fenced-off shoot area, the clouds had already started to draw in. Large fluffy white cumulus-nimbus clouds dotted across the skies like floating cotton buds and their shading footprints across the Gloucestershire landscape. It was just as well Jon; the photographer arrived with a trunk full of camera gear, which included a range of lamps and batteries.

Wearing our high-viz jackets, Jon surveyed the compound and the range of jets; a couple of Airbus 320's and Boeing 737's were ASI's staple fare. Jon selected the DHL cargo plane as the best backdrop and like many a story of TV and Film lots, we settled in for a long afternoon's photography. Rhys and I probably hadn't realized how long the day would be as by the time we left the airfield, it was well past 8:30 at night.



Richard's car ready for its photo shoot at Kemble Airfield.

Jon was very patient, requesting the car be located in various places within the compound; first facing one way and then the other. At one point, I suggested putting the running lights on to held add further contrast to the dulling the skies that were rapidly turning grey and menacing.

In many respects, it was a shame the August sunshine hadn't stayed as the car's two-tone color combination of ceramic green and snowcap white takes on a different, lighter green, hue in the sunshine.

When Rhys and I left our house just after lunch, we were dressed for a typical summer's day. However, by mid-afternoon and dulling skies, the temperature soon started to drop. By 5pm, it was getting almost Baltic as far as summer temperatures were concerned. Rhys, dressed in a T-Shirt, didn't stand up to dwindling temperatures. The poor lad had to sit in the car with the car running and the heater blower 'on' to keep his teeth from chattering their way out of his mouth... I was none too warm either keeping Jon company as he set-up engine and interior shots.

Before we left the location, I was able to give Jon a run in the car. We did several circuits on a part of the runway apron that were no longer in use. For Jon, it was an opportunity for him to sit in the car that he'd been so carefully photographing. Jon's comments of "Wow, this has some urge about it" were insightful to me. I'd never given much consideration to comparing to other period cars. Jon has a VW-Bus, so perhaps comparisons are a bit unfair. Clearly, the car made an impression on Jon.

By the time we left Kemble Airfield, Rhys and I were ready for dinner. The drive back home was at least half an hour, if not more and with the Potting Shed Pub looming large, we dove in to their car park. The Potting Shed is a typical Cotswold pub, offering fine food and drinks. Our eyes on this occasion weren't larger than our stomachs as we both managed to clear our plates.

Our lasting impressions from the day; always carry a jumper, jeans and jacket in future photo-shoots! And, always make sure there is a good pub to hand to re-energize the spirits. Personally, I learnt that by turning the front wheels inward, it helped to give the car that little bit more presence in the finished shot as the front cover of Classic American shows.

Finally, I'd like to think that the wider public of the UK has learnt just that little bit more about Studebakers and of course, the glorious small-finned Golden Hawk from 1956, a Raymond Lowey masterpiece. But, then I'm biased as I grew up with my late-father hurtling around London and the UK in his all white Golden Hawk.

Timing Cover Seal Leak *From Ron Johnson*

Thanks again for keeping the 56J "club" going for those of us with an aversion to the mighty SKY POWER 352. I think I have about 13K on this one since restoration--out all the time when "in season".

I finally got tired of the leaky front timing cover seal and turned down an aluminum "spacer ring" to fill the gap to

fit a nice spring-loaded lip seal. No runs, no leaks, no errors.

The aluminum spacer with seal deal was not really difficult-- $\frac{1}{2}$ " thick, scarfed out on the inside to clear the oil slinger, OD a clearance fit in the bore in the timing cover with some shallow grooves for epoxy retention, an o-ring groove in the forward face for an o-ring, a couple set screws at 3:00 and 9:00 in the cover to make sure the spacer stays put, and a 2.75 bore in the spacer for the lip seal which is for a 2" shaft (balancer hub).

The spacer with its captured o-ring was epoxied and clamped into position and allowed to cure. The small set screw holes were previously threaded and following epoxy cure and a small drill into the spacer, the 2 set screws were epoxied in. The spacer ain't going anywhere!! And one LESS leak for a South Bend Road Oiler.

But of course, it would not be a true South Bend Road Oiler without a few leaks from somewhere. You can't always judge a South Bender by the rust on the fender.

On Restoring A 1956 Golden Hawk *From Larry Herweg*

Note: Larry Herweg has been restoring Larry Best's 56J. From time to time I've been asked for help on certain matters. In one correspondence, I stated I didn't know how Larry B could stand the long wait for the car to be done. Here is a little explanation"

We do occupy much of time reveling at the small accomplishments of detail. For instance, it took seven paintings, and two years to get the dash sheen the way we wanted, and in a durable paint system. The padded top of the dash was another four months, and several tries to get it without bubbles, and smooth, durable glue. The first time the foam went on, we peeled it off within 60 seconds of finishing the application, it was so bad. We changed padding foam, and glue.

We now use a neoprene foam made to withstand the 195 degree temps that the dash can build to on a 98 degree day, and we use a contact cement engineered to withstand the same temps. The cement is hard to work with, and not for the faint at heart. Certainly not the stuff we normally use in the Upholstery business. The padded dash looks, feels, and performs extremely well now. What a satisfying accomplishment! What a learning process. (And I thought I knew something when I took on this car...)

The steering column was a similar set of surprises. It seemed so benign at the tear-down, but became a bucking bronco while restoring. The paint had defects on three tries, so I stripped it off each time. We discovered the black clashed with the black dash when we brought colors together, thus a fourth try. The factory had the colors all figured out in 1956, but the paints have changed, and we found we had to do the process all over

again. We were totally blind-sided. Who ever knew there were so many different colors of black??

Then, the turn signal switch needed new wiring. I found a reproduction unit to save time. I smugly tried to install it, only to find the flag terminals installed facing outward, and grounding on the column housing. Totally opposite direction from the original unit. We had to bend the flags, and the switch fell apart in the process. Then we discovered the rivet holding the flag terminals were not machined down on the inside, so this step had to be performed. A sort of serendipity, because the switch would not have lasted long with the sliders bumping back and forth on the inside over those un-machined surfaces. This was an opportunity to make them smooth like the original contact surfaces, or any other switch for that matter.

Then I had to obtain damping grease to put the switch back together. I rubbed off the little bit the manufacturer put in the unit, and dielectric grease from the automotive store just is not the right grease for the switch slide surfaces. We finally got it put back together, and working well. We can now turn right and left.

The easy part was greasing and putting the parts back together in the column. The back-up light switch was then another hurdle. There are several switches, and several actuator rods of varying lengths, all of which we could, and did get wrong at first. There were no parts on the car to use as examples. Now we can back up with lights when the time comes. I could not have built the column without the Shop Manual detailing the process. The whole design is brilliant, but so very different than Packard cars, the brand I grew up repairing. The steering column is now a joy to view and a comfort to operate. Some other time I will tell you about how a previous company in-correctly rebuilding Larry B's steering box before he brought it to us. That occupied a chunk of our time also.

It has become the little things that we have learned to glean great joy from, and small forward steps have become better than the large fast steps we really wanted, but found we slipped and fell on so much of the time. It is the journey that is the whole of this car, so it seems. It is a journey of wonderment, learning, and amazement. Who knows, the car may even run when we finish!

Thank you again for your help on the paint, and so many other details on this car in the past.

Front Seat Pattern

By Frank Ambrogio

I've seen several 1956 Golden Hawks, some fully restored, sporting the wrong pattern on the front seat. In at least one case, I'm sure the owner used my car as a guide. This may be true of others also.

Images of my car are scattered over the Internet including some shots of the interior. My car was also used during the compilation of the Restorers Guide video.

When I purchased my first Golden Hawk in 1983, the entire car was a mess. The interior was as bad as the exterior. The dash board cover was ripped in several places. The door panels were flapping at the bottom and the arm rests were cracked and dried.

During the restoration, I found that the seats had two sets of covers over the original fabric. Unfortunately, the Florida heat had taken its toll and all three sets of seat covers were a total mess.

During the restoration process, I purchased my second Golden Hawk in 1987. I could tell that some interior work had been done on it, as the white and dark rose mist all vinyl interior did not have the dielectric seams on the inserts. The front white bolster was a much smoother material than the rest of the white vinyl on the seat back and rear seat. The inserts had a pattern to them instead of the original plain dark rose mist vinyl. Other than that, I assumed everything else was similar to the original.

By 1988, I had the first car finished except for the interior. This car featured the vinyl bolsters in light rose mist and the cloth inserts in dark rose mist. Over the previous five years, I was never able to find either vinyl or cloth original fabric in the correct colors. I had previously bought different fabric for the interior, and now it was time to install it.

Looking at the seats in car #2, I instructed the upholsterer to follow that same setup for car #1. He did a beautiful job. It wasn't until several years later that I realized the error and I now had two cars with the incorrect seat pattern on the front seat bottom.

In 1990, Felipe Santana, wife, son, and Daughter-In-Law came to my house all the way from San Juan, Puerto Rico. Felipe had the only 1956 Golden Hawk in Puerto Rico, so he had nothing to use as a guide for his restoration. While Felipe and I talked, his son proceeded to make a video of the entire car, except for the under carriage. I opened the hood, trunk, and doors as needed and the finished work was about 10 minutes long. In 2009, I posted that video on my YouTube channel at: http://www.youtube.com/watch?v=sjoTA3_1GuU

In 2009, Felipe's car was purchased by James Green. The car was on Ebay, and it was there that I first noticed the seats were patterned after the ones on my car, which of course, were shown on the video his son made..

So my car with the incorrect seats is shown on the Restorers Guide DVD, as well as the Internet. Although the DVD does include portions of my car's interior, there is a section with the correct information describing the seat patterns in both all vinyl and vinyl/cloth combinations. The truth is that both my cars have portions that deviate from original. Owners should not

assume that something is correct just because my cars are that way. Below are samples of the incorrect and correct seats:



Correct: seat bottom insert goes completely across and between the side bolsters



This photo shows the incorrect front seat pattern with the vinyl section separating the bottom insert.



You can see how one might think the front seat should match the rear.

Here We Grow Again

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

- 619 Bob Maker SN 6800278
Estacada OR Prev Owner Bob Thompson
- 620 Richard Haigler SN 6800504*
Hiawassee GA Prev Owner Unknown

- 621 Ron Bomberger SN 6033343
Manheim PA Prev Owner Terry Wilson
- 622 Rollin Fred Rawson SN 6030530*
Fallbrook CA Prev Owner Don Bjelke
- 623 Dale C. Hall SN 6031492 & 6030035
Vancouver WA M E Johnson, Cliff Tolman
- 624 Larry Gidcumb SN 6032768*
Bowling Green KY Prev Owner unknown
- 625 Samuel P Partin III SN 6033155
Conway AR Prev Owner Don Girvan

* = New (Not previously registered or reported)

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.

How Many Are Left?

1956 Golden Hawks Registered/Reported/Scrapped

241	Registered Owners
302	Cars Registered By Owners
305	*Cars Reported But Not Registered by Owner
607	Total Cars Registered plus Reported
39	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

Mail Bonding

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



Tom Snyder June 8, 2014

Good news is this last Friday night was the first of three Friday night bashes on main street here. This was in conjunction with the national toy show with over 150 antique tractors on parade. This year over 80 cars were on display. My 56 had its first public coming out since 1988. Pat and I spent all Friday hand washing and waxing the Stude and polishing all the chrome inside and out. When my friend with a Pink colored 67 Mustang showed up to drive downtown together he just sat there and almost cried. Most of the neighbors wated and smiled as they heard us coming down the street. The event was from 5 to 9 PM, but we could not leave until the crowd let us leave at 11 PM.

The above cannot begin to explain the "high" I have been on since. There were 5 categories for prizes which I did not know about. Most cars were definitely high \$ but the Stude (and pink Mustang next to me) were the definite attractions. Even today when I was buying gas, a lot of toy show attendees (over 18,000 show up 2X a year)

were waving and yelling "cool car". When driving home with my 8 year old granddaughter in the back seat her comments were "cool", "it is so shiny", and "where are the seat belts?".

After the 56J newsletter (two issues ago) you got a lot of comments on getting motivated and getting our 56s going again. If anyone needs a reason for owning and driving this great looking vehicle, this last Friday was one huge exclamation mark! feel like I am 28 again.

Frank, here are a few more thoughts on old car problems. My brake light switch was one.

My rear engine main appeared to be leaking lately. Not sure if that was the problem, but I bought a bottle of Barr's leak for engine seals. Less than 20 minutes at fast idle and the oil leak appeared to be solved.

Number three is the problem I have had with the ignition points and capacitor. I am on my third capacitor which really causes problems when it shorts out. The points are the second set since last summer. The young dude that helped resurrect my car last summer commented that he is seeing a lot of that lately on older (old) cars. A 75 Chrysler Cordoba, a 65 Mustang and a 70's mustang sitting in his drive. And my 56J. He has no answer but suggests either inferior parts or not enough driving. My suggestion is I am planning on an electronic distributor. The mustang owners are also looking for the same.

Natalie Coe July 22, 2014

The manuals on DVD arrived yesterday -- thank you so much I couldn't find my paper copy of the shop manual for the life of me, so thank goodness for you! My 56J hasn't been running for a few years, but hopefully I'll get it back on the road before the summer runs out.

Jim Girvan August 9, 2014

Sorry I didn't write you earlier, but Dad's 56J was purchased by a fine fellow from Arkansas a week or so ago. This was a direct result from you listing it on your site, as that's where he saw the ad. He drove all the way up and back home to Arkansas using a brand new 26' trailer (4200 miles!!).

And of course Dad is VERY appreciative (as am I) of all that you've done for him through the years, Frank. You've done it for him once again! It's simply impossible to ever repay you for all that you've been instrumental in relating to his beloved 56J. It was such a huge part of him. It's so odd to see the empty space in the garage now...

Overall, Dad is quietly accepting the fact that he has to start letting some old toys go to someone else, but I can tell that he's not happy these days. He has other hobbies that he just can't partake in anymore. It's a fate we'll all face at some point.

Again Frank, many many thanks to YOU for all your unmatched help!!

Administrative "Assistance"

NOTE: Special notes and recurring items.

✓**EMAIL CLUTTER:** I easily get 100s of messages a day, most of which are useless and interfere with the more important items. Please do not send forwarded mail to me. I just can't read it all. [This includes anything not 56J related](#), especially jokes, E-cards, political and religious messages. Believe me, if you send it, I'll get it from 10 others also. Far too much aggravation for me!!!

✓**56JONLY Message Forum** Started by owner Scott Reid in July, 2002 for owners and fans to exchange information. Click on *56JONLY 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. The car was restored a few years ago. For some reason it was restored as a Power Hawk. The person passed away, so don't know why. I have collected the rare parts to make it back into a Golden Hawk. Fins, rocker moldings, side trim, fender moldings and check mark moldings. The check mark moldings are not shown, (at the platers). I also collected several new parts to complete the car. In the process of building this car, it got away from me and rolled down the hill and hit a tree. The pictures will tell. the engine was rebuilt when I got it with very little miles. I'm really burnt out to finish and will sell at a loss. I have about \$13,000. invested and will sell for \$7,900. Brent Hagen has another trunk lid, replated bumper, and splash pans that you could purchase. My body man said he could probably fix trunk lid and was sure he could fix quarter panel. Car is in Colorado. email for pictures. edmaxbunker@aol.com (09-2014)



For sale 1956 Golden Hawk. California car all its life (and still now). Ultramatic transmission, power steering, power brakes, rare power windows and power seat, car has the factory seat belts. Also included are 4 near new wide whitewalls and 4 Studebaker wire wheel hubcaps. The car has a little over one hundred thousand six hundred sixty three miles on it. It comes with 5 tires. The 4 Remington have 2,500.00 miles on them. The 5th tire is the spare. Same owner for 40+ years. Car has been parked for 10 years. Transmission was rebuilt 7,000 miles ago, car has 107,000 miles. Needs paint and interior work, body is in great shape, excellent chrome and stainless. Asking \$9950. Please contact Victor at (818) 590-3764 or vjz69@earthlink.net. (08-2014)

For sale: 1956 Golden Hawk parts car, incomplete, very rusty rear quarters originally from Wisconsin, solid frame. The floors can be patched. No doors, no engine, no transmission, no vehicle ID # (previous owner removed that); still has some good parts such as hood, grille, dashboard, suspension, fuel tank, ribbed rocker panel moldings. \$400. Car could be saved with a new set of doors and fenders/quarter panels. Can e-mail photos. I have a spare Ultramatic transmission and a spare 374 dual quad Packard engine, at extra cost, if wanted for this car. Pete Phillips, pPhillips922@earthlink.net or 903-436-2851 (northeast Texas). (05-2014)

For sale: 1956 Golden Hawk in restorable condition plus all the premium quality NOS parts (collected over a 20 year period), plus specialty parts to restore it to concourse quality. Entertaining offers between \$20k and \$30k. Contact Bo Markham at 352-528-3304 or bomarkham@embarqmail.com (11-09-13)

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. 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 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; 12 Volt Sparton Low tone horn \$85, Front hood safety catch kit for double locking safety \$75

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 \$220/pr (exchange), Stainless wheel mouldings,

Used Parts: Lots of used 56J trim, switches, gauges, sheet metal, etc. Please Inquire.

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).

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. Email ghawk352@effectnet.com Ph 971-219-9687. www.1956goldenhawk.com/hagen (07-2014)

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)

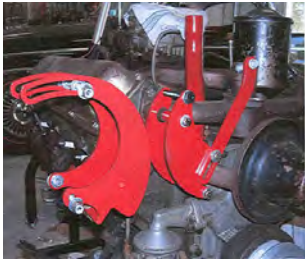
For sale: 1956 Sky Hawk and Golden Hawk headliner trim bows. One set consisting of 3 pieces with ends tapered. \$89.95 per set (free shipping). Myron McDonald, 417-678-4466 or cell 417-229-2603 (01-2013)

For sale: 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)



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**



Ultra 400 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: **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 also 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, 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 to view or download on our web site or can also 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 (Registered 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

- **Richard Atkinson** relates the story of his car appearing in a magazine (Similar article appeared in Turning Wheels).
- **Ron Johnson** fashioned an aluminum spacer to help stop the leak at the timing cover.
- **Larry Herweg** offers some insight on why frame up restorations take so long.
- **Some Golden Hawks** restorations were done sporting the incorrect front seat pattern.
- **Tom Snyder** is enjoying his 56J and is so happy he got it back on the road after 26 years. He also has some information on rear main seal leaks and ignition problems.
- **Natalie Coe** hopes to make good use of the Manuals On CD to help get her Golden Hawk back on the road.
- **Jim Girvan** writes that his father Don has sold his car to Sam Partin.
- **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 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: _____



For the Type "J" Personality