



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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It's All Good!

A Good Move *From Predrag Gligorovic*



I need to share with you that I have been very lucky in the Winston Salem NC Studebaker community. I met one owner of J56 Golden Hawk, one owner of 56 Sky Hawk and an

outstanding Studebaker mechanic, Ray Fichthorn.

First of all, I experienced real camaraderie and help from KV Smith, whom took an effort and introduced me to other local car enthusiasts. They all came to inspect my new car, and help. Mr Smith gave me a present (56 car jack I was missing). Today I just registered my new car (personalize tag I956)

Now, I need to tell you about Ray-Lin Restoration and Mr Ray Fichthorn:

We spent 20 hours in last 4 days, going through every possible part of my car. His knowledge and expertise left strong impression on me.

In the past I used great general master mechanic. But Studebaker specialized mechanic is something I can just dream off. His knowledge and ability to find and repair part is fantastic. Having mechanic whom can recognize that part on my car is too tightly screwed, and understand how that will affect my car functioning.

His ability to resolve problems in such a confident way and having a collection of original (repaired) as well as NOS parts is something you and we as 1956 Golden Hawk owners should recognize.

I can strongly recommend Mr Fichthorn as a Studebaker mechanic and restaurateur. If you think that we can write a story about him for your newsletter, it will be great resource for Studebaker owners. It made whole a lot of positive difference for me

Best regards Pedja Gligorovic

A Goodbye *From Bill Ladroga*

It's here. "Gypsy" moves again. I'm giving up the 56J to my youngest son, Tom, for the second time. I will miss the Hawk.



Tom's moving to Florida from Connecticut and is lining up a job in Jacksonville. He arrives at the end of the week and is staying with our daughter, who lives right near us, until he gets settled.

You'll have to transfer ownership to him in your roster, just like 2004-2008.

I think I may have expressed it before, but it was such a great joy knowing you and helping the group in some small way. I got such pleasure contributing to the preservation of the marque.

God's blessings to you and Anita for all you've done for so many others.

A Goodbye (2) *From Frank Ambrogio*

I had my car listed on Ebay last April and was contacted by John Kwiatkowski who saw the value of a 1956 Golden Hawk with the Jet Streak engine. I pointed out the minor shortcomings of which I was aware, regarding the car. He offered to buy the car for the agreed upon price as long as an inspection didn't reveal any other major problems.

The inspector came to my home and spent between two and three hours checking over the car. He took about 100 photos and checked various points on the car for depth of paint and other materials such as Bondo. When he was finished, he sent his report to the parent company and they furnished it to John. Nothing major showed up, and I was able to fix the few minor items involving the turn signals and back-up lights.

John arranged to have the car transported to his mechanic's shop in PA. The truck arrived on Thursday, May 7 and the car was delivered four days later on Monday. We had a little problem getting the title transfer squared away, but eventually, using next day delivery through the post office, we were able to resolve that problem.

The title was delivered with the car, but John had to return it to me because I hadn't had it notarized properly. We were on a tight schedule because I was leaving for Detroit in two days. The title arrived around 2:00 PM. I got it notarized and back in the mail by 3:30. The post office came through for us as John had the title the next day.

The original owner of this car was also from PA, so the car went back home after an absence of 30 years. John is now the fourth owner.

A Good Buy *From John Kwiatkowski*



I just wanted to let you know that my newly adopted 56J arrived safely this morning at my mechanic's shop. It drew considerable attention (and some oohs and ahs) from passers-by and those waiting for their cars to be done. He's going to go over

it to see if it can pass a Pennsylvania state inspection without much fuss. If it can, I will register it as a regular car (although there is NOTHING regular about this one). If it will take considerable effort to make it pass inspection, I'll register it as an antique.

Even though your post office did not go as far with the (delivery) guarantee as mine did, I had the title in my hand at 2:40 PM. I jumped into my Jeep and made my way through the sea of Amish buggies (Wednesday is Market Day around here and they ALL go) and went to get the title officially transferred into my name.

By 3:50 PM I had MY title and MY license plate in my hands. At 4:30 PM I was standing in my mechanic's shop talking to his lovely wife while waiting for him to get back from a test drive he was doing on one of the cars he had been working on.

At 5 PM he returned. It was the 56J that he was driving. He asked if I might like to take it around the block (around here that's a few miles). At 5:11 PM I got my first drive, longer than 20 feet.

What a blast (in a good way)! The handling takes some getting used to, but in terms of OOMPH, let's say that the Studebaker will feel right at home in the two-car garage it will share with my Jaguar XK.

Thanks for letting me adopt her.

A Good Run *From Leo Schigiel*

NOTE From Leo 5-12-2015: *Our Studebaker is racing in the Mille Miglia again I have loaned my car to Mr Bil Warner, the chairman of the Amelia. Concourse De Elegance. And the race will start on Thursday*

Our Studebaker is racing in the Mille Miglia again. I have loaned my car to Mr Bill Warner, founder and Chairman of the The Amelia Island Concours d'Elegance Foundation. The race will start on Thursday.

Yes the "Spirit Of South Bend" is the name Bill Warner gave my Red & White Studebaker GH. It did finish the 2015 Mille Miglia successfully!

And except for some problems we had with the Park Switch, which we had replaced with a NEW NOS one before the car left to Europe, it did not stop giving us problems throughout the Race/Rally.

What was happening was the heat inside the engine compartment affected the switch. which is on the steering column about 10 inches down from the firewall close to the exhaust manifold .In the hot engine compartment, the Bakelite components inside the switch and the contacts with the heat did not work well. The contact is lost when you shut the car off. And it will not turn on unless the 2 wires on the switch are jumped or you wait until it cools down.

And the other problem we had was that we got the car delivered 9 days late and barely arrived, by Gods will, 2 hours before our inspection time was over.



Bill Warner, Frank Campanella, and Leo

Bill just wrote a story about his adventures in the Mille Miglia with the Studebaker, which will be published by Sport Car Market soon. I will ask him if I can share with you before it gets published.

Attached is one of the photos which will be published showing Bill, Frank ,and me celebrating their finishing and arrival after the finish line.

NOTE: *Leo did provide me with a copy of the story by Bill Wanner which appeared in the June issue of Sports Car Market. He did a great job describing the conditions of the rally and some of the experiences he and Frank encountered.*

I think he summed up the experience well near the end of the story where he wrote, "The drama of the whole event culminated in the car quitting cold about 500 yards from the finish ramp, but Frank got it running and we completed the Mille on the time hack - within seconds. The champagne flowed and we patted each other on the back for a stupendous 309th place finish out of 450 cars. Hey, at least we finished."

A (not so) Good Idea *Studebaker Files, On A Flash Drive*

Many decades ago, I stumbled upon the word, *Vicissitudes*, which I think best describes the technological world in which we live. One description of the word is, “regular change or succession of one state or thing to another”. This description seems to apply nicely to the many ways data has been stored electronically through the years.

When I started my working career in the world known at that time as data processing, the recording medium was predominantly punched cards. As computers came on the scene, data was stored on magnetic tape, similar to a reel to reel tape recorder. Some earlier tapes were 3/4" wide by 2400 feet long. We had some master files that took upwards of 30 reels of tape to contain them. The technology world of electronics has continually found ways to pack more data into smaller spaces.

The CD and DVD appear to be going the way of the cassette tape, 8 track, and VHS tape. Most newer computers don't even provide a disk drive anymore. Today, the most popular recording medium seems to be the multi-named USB jump drive, flash drive, data stick, pen drive, memory unit, key chain drive and thumb drive. All of these are a name for a portable drive, often the size of your thumb, that connects to the computer USB port.



USB ports aren't just used on computers anymore. Most newer televisions have them as well as most newer cars. I have a library of music stored on a flash drive which I can play through my “Smart” TV. I can also plug it into the USB port in my Chevy Malibu. Now, instead of finding nothing of interest on the various stations, I can listen to the music that I prefer.

I've been offering an array of manuals and the Restorers Guide video on CDs and DVDs for quite a few years and wondered if I could make the transition to a flash drive. I had no problem with the manuals. I simply copied everything from a CD to a flash drive and it worked on my computer just fine. The only difference was that I had to manually select the file containing the menu, where it normally loaded automatically from the CD.

Getting the Restorers Guide video to work on my computer was a little more involved. I could copy all the files, but I couldn't get the video to play correctly. I began searching the Internet to see if there was any information available to complete this task and I got lucky very early in my search.

A YouTube video posted by a user with the name, *New Cyberian*, showed me exactly what to do. It was almost too easy, but it worked. He offered instructions for both PCs and Macs. I don't have a Mac, so I wasn't able to

check that process out. But, I can now load all the files on a flash drive and view everything through my PC.

So now I have an 8 GB flash drive, roughly 2"x3/4"x3/8" that contains the entire library of manuals, newsletters, production orders, and guides that are currently on several DVDs and CDs.

Unfortunately, about a month after completing this project, my anti virus software reported a “Trojan Horse” virus in the file that allowed the Restorers Guide to play. The file named “*Play DVD On PC.exe*” was the culprit and without it, the Restorers Guide would not work.

The company, *New Cyberian*, which provided the software seems to be a reputable organization and I feel that they did not intentionally attach some malicious code to their software package. However, I did not want to chance infecting the computer of anyone who purchased the flash drive. I've written to New Cyberian to see if there was a viable explanation and/or alternative so I could offer this item in the future. So far, I have not receive a response.

And, A Good Idea(?) *Portable A/C For Your Studebaker*

I spotted an item at *Sam's Club* in June that caught my interest. It was a picnic type ice chest with a hose on the top that was about 2 inches in diameter.



The idea is that you can take the cool air with you. Simply fill the *IcyBreeze* cooler with ice and a little water. Turn it on, and point the breeze in the direction of your choice. PLUS, the *IcyBreeze* doubles as a powerfully-efficient cooler, keeping food and drinks cold for hours.

<http://www.icybreeze.com/portable-air-conditioner/>

Here is the description directly from their web page: “*The world's first portable air conditioner + cooler combo is the perfect way to beat the heat. The IcyBreeze blows a constant breeze of cold air up to 25 miles per hour at a temperature up to 35 degrees below the outside temperature. The unit is powered by a self contained rechargeable battery system, so your IcyBreeze is 100% mobile, no more sweating the heat with IcyBreeze.*”

“*The IcyBreeze is perfect for almost any setting where you need to stay cool, fill it with a little water, ice and your favorite beverages and let the cold air flow. The self contained rechargeable battery will keep you cool for up to 7 hours on a charge, perfect for outdoor sports, at the lake, camping and many more. No need to dread the heat, beat the heat with IcyBreeze.*”

I thought I could somehow load this in the back seat of the 56J, and ride along in the hot Florida weather with a small degree of relief. I wrote to the company to find out if they had thought about old cars as a target for their product. I received a response from someone named Jason. His message follows:

"The IcyBreeze in the back of the Golden Hawk is a great application for the IcyBreeze. We have a number of muscle car guys that use the IcyBreeze for this very application. In full disclosure the IcyBreeze is not going to cool down the cab like an standard car AC would, however if the IcyBreeze is blowing on you or your passenger you will be nice and comfortable. Freezing water bottles or milk jugs is also a nice alternative to using a bunch of bag ice."

The price is in the \$300.00 to \$425.00 range depending on the extras desired. Those include, 110V Charger, Car 12V Power Supply, 110V Power Supply, and. 4ft Extension Corded Remote. That's a pretty expensive cooler, but a cheap A/C. Of course, how much of an effect it would have on the temperature would be of major concern. *Note: Winter weather may reduce price.*

Here We Grow Again

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

- | | |
|--|---|
| 635 Tom Curtis
Elkhart IN | SN 6032195
Prev Owner Frank Ambrogio |
| 636 Rob Heen
Chandler AZ | SN 6800507
Prev Owner Roy Hastings |
| 637 David W Griffith
Heathsville VA | SN 6033175
Prev Owner John Kaufman |
| 638 Damian Macaluso
Clearwater FL | SN 6800577
Prev Owner Clyde Stanton |

* = New SN (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

238	Registered Owners
298	Cars Registered By Owners
324	*Cars Reported But Not Registered by Owner
622	Total Cars Registered plus Reported
41	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 May13, 2015

Frank, your comments (*getting dizzy working under the car*) in the newsletter sure hit home! In January 2009, I had brain surgery and one of the problems is putting my head lower than my feet (as under a Stude dash). Lying sideways with feet out the door has solved that and also not fitting under the steering wheel because of some other older age problem called weight.

John Kwiatkowski June 27, 2015

News Update: After I got the 56J back from my mechanic and I got to drive it more than a few feet, I fell in love with it. When people see the car, I get looks, double takes, and favorable commentary similar to what I get when I take my other cars out. I think my favorite response to the car was when I took it to the gas station and someone said "It's beautiful, but what IS it?"

My only disappointment was when your former car decided it missed you and tried to kill me. I was driving at about 55 on a nice state road, and as I entered a gentle curve to the left, the car decided that it absolutely had to turn right for no apparent reason. I still have reflexes like a cat, so disaster was avoided. Everything seemed fine after that episode, until a couple of days later when next I took the car out for a drive, when I heard a noise that sounded like a broken tailpipe dragging on the ground. I instantly remembered the stainless steel exhaust (which will survive long after me), and pulled over to see what was going on. As neighborhood cows stared at me as I got down on the ground, I could see nothing amiss. I drove forward a bit and heard the sound again, accompanied by squealing (and there were no neighborhood pigs nearby).

I turned the car around and returned home S L O W L Y in first gear. When I got back into my garage, I popped the right front wheel cover off, expecting to see a lug nut fall out, but was greeted by the grease cap instead. The next time I allowed the car out of the garage, it was to take it to my mechanic's shop. As the squealing got worse, I had visions of the wheel sawing its way free and rolling into the cow pasture. Eventually (low speed and all in first gear) I and the car with all four wheels still attached made it to the shop.

As it turns out, the failed wheel bearing made a mess out of the drum it rode in (and tortured mercilessly). My mechanic said he'd rather not mess around, so let's do both of the front wheels. I agreed with him, but when we started the search for new drums, he thought the cost was obscene (\$200 each). So, instead of spending \$400 on parts for just the drums, we are going to convert the front to disk brakes and wind up with a system that is more in line with the monster that lurks under the hood.

Larry Bost July 31, 2015

Frank, I just read your story about the 'Twins' in the August TW. Thank you for sharing your misadventure. You are making a lot of us feel better about our errors of judgement, or execution. Larry Herweg and I have had too many of these forehead thumping situations working on my 56J. To preserve a little of our images, I won't recount any of them. But, it is a reminder to keep checking and rechecking... Glad you are no longer having to climb under the dash! Thank you for all you do for the old car hobby, but especially for all of us with 56Js. - Larry Bost - the other Larry!

Geoff Gogle August 26, 2015

Greetings from British Columbia-Canada. I really enjoyed your story in *Turning Wheels* about your tachometer swap on your 2 Ghawks. Our TW editor Ann Turner has started to include my African story in TW. People in North America really do not know how well Studebakers were revered in southern /central Africa and in fact most other export countries, from the ultra reliable lowly Champion to the super fast Hawks.

Bruce Chapman with co-driver Joacim Mass [ex formula 1 driver] have campaigned their 1955[??] Golden Hawk at Goodwood Speedweek with crowd pleasing success [if not an outright win] (*Note: Bruce raced the 56J which Jan Dyck ran in the 2012 Mille Miglia-FJA*). I have a friend in the UK who is going to make a concerted attempt to talk to Bruce Chapman about how we can help with handling and brake upgrades to his GH. Any Studey owner who competes in motor racing does more for keeping the Studebaker name going than a hundred trailer queens at a car show.

I see Mr. Warner of Amelia Island Concours entered his beautiful 56J in the 2015 Mille Miglia (*Note: Leo Schigiel loaned his 56J to Bill Warner for the race-FJA*). That coupled to the unbelievable 20 outright wins in La Carrera Panamerica since 1988, resulting in the building of 20 "Viente Victorios" (20 Winns) by GWA in San Antonio TX. Not forgetting the Holman Moody Lark team at Lime Rock [59-60] that gave Briggs Cunningham's Jaguars a run for their money. Will give you an update after Speedweek at Goodwood. Keep up the good work.

Note: For more information relating to the "Viente Victorios" Studebaker tribute car, visit the GWA web site at: http://www.gwa-tuning.com/p_current_projects.html# "Winns" is the spelling used on the web site.

GWA Studebaker Carrera Tribute **"Viente Victorias" (20 Winns)** Photos and story reprinted with permission

The 1954 Studebaker has been the only car in the history of the Carrera Panamericana to win 20 times the race. GWA designs a tribute car named "Viente Victorias" (20 Winns) for all the times the Studebaker Commander has taken the first place in the grueling 7 day race from border to border in Mexico.

The Stude has won over Porsche, Aston, Jaguars, Mercedes and many other European competitors, it has even been in overall first place for 9 consecutive years (1993/2001). Making it the unbeatable one.



The idea from GWA is to make 19 examples of their design in yellow livery to be auctioned, and only 1 black version to be kept as the pace car of the event for the years to come. And would be serial # 1/20



The car uses a 6.2 L LS9 Supercharged V8 motor from a corvette with 620 HP and a 6 speed manual gear box, Brembo HPK brakes, special suspension

and a reinforced tubular chassis. Wheels have also been designed by GWA in 19x8 1/2 front and 19x11 rear with Bridgestone tires, exhaust system will be manufactured by Fabspeed. The Viente Victorias is meant to be a a real fun car to drive, as well as a collector's item for those who had competed, or been following the Carrera for all these years.

The pricing has not been determined yet. More news will be coming up as the development begins.

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. Black color. Everything except interior done. All interior original pieces included. Chrome straightened. Metal springs for front and back seats. Garaged. Jeanette Masten 417-766-6592 (08-2015)

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 (04-09-15)

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. (10-2014)

For sale: 1956 Golden Hawk. Gold in the center & White on the roof and lower body. Priced reduced to \$14,000, 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 (09-2014)



For sale: 1956 Golden Hawk painted General Motors gold and Studebaker white. automatic with 51930 miles. new windshield, tires ,exhaust system with chrome extensions. Wheel covers are not original but look great. Car is in Iowa. No RUST \$32,000. Wilma Hummel 712-568-3315 wilmers@hickorytech.net (09-2014)



Other

For sale--- left side rear fin for a 56J. In decent shape-- needs some repair, but a solid piece. \$100.00 plus 30.00 shipping. Jim@tracksidephoto.com 805 578-3470 09-2015

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 \$25/ea, Fan & PS Belts \$10/ea, S/S "Check-Mark" mounting brackets \$15/pr, Speedometer Cable \$60, Ultra Front Seal \$20, Pilot Bearing \$25, Brake Wheel

Cylinders \$35/ea, 160 deg Thermostat \$10, 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 \$66 + \$13 shipping. Points \$6, Rotor \$10, Condenser \$7, Dist. Cap brass contacts \$15, Spark Plugs \$20 (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, 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 \$75, Revulcanized front motor mounts \$220/pr (exchange)

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 (05-2015)

For sale: PerTronix #1382 and PerTronix II #91382 Ignitor for Autolite IBJ-4001C & E distributors.

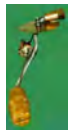
Matt Rosa Ponderosa Mustang, 850-857-1084 FORD6566@aol.com www.PonderosaMustang.com Mention "Golden Hawk Newsletter" (04-2015)

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 (04-2015)

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 (04-2015)



For sale: Reproduction Fuel Tank Sending Units from KM Lifestyle, 12 Jacques Street Worcester, MA, 01603. Call (508)792-9500 Monday - Friday 9AM - 5PM (EST) for latest prices or visit their web site at: <http://www.mykmlifestyle.com/> (04-2015)



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 (04-2015)

For sale: Packard V8 engines built to your specifications. I have a completely rebuilt 352"• long block in stock for \$3995. Can build custom 374"• to Jet Streak specifications. NOS Packard V8 hydraulic valve lifters made by Johnson, a major OEM supplier \$10.00 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. 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. I have any and all new and used parts for your Packard V8. PM me PackardV8@comcast.net with questions or requests. For orders, send cashier's check, money order or PayPal to Jack Vines, 3227 E. 28th Avenue, Spokane, WA 99223 **Packard V8 Limited.** (01-2015)

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)

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)




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Flash Drive Collection Parts Catalogs, Authenticity Guide, Accessories Manual, Owners Manual, Shop Manual, Overdrive Manual, Production Orders, and Newsletters on one convenient device. (Not available at this time, but I'm working on it!)  **\$25.00**



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 \$25.00 foreign S/H). **\$38.00**

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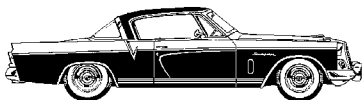
- **Pedja Gligorovic** has found new friends and happiness with his move to North Carolina.
- **Bill Ladroga** says good-bye once again to his 1956 Golden Hawk..
- **John Kwiatkowski** writes about his new 1956 Golden Hawk purchase, and a bit of trouble.
- **Leo Schigiel's** 1956 Golden Hawk competes in the 2015 Mille Miglia and finishes for the second time.
- **Studebaker Manuals** and the Restorers Guide on one flash drive project ran into a problem.
- **A new beverage cooler** might be a cheap way to add some semblance of air conditioning to your 1956 Golden Hawk.
- **Larry Bost** weighs in regarding doing not so smart things while working on our cars, but won't elaborate.
- **Geoff Gogle** writes about several Studebaker's involved in the racing world.
- **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.
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