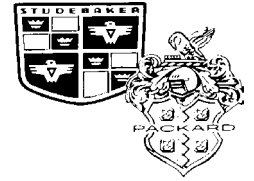




56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com or <http://clubs.hemmings.com/56sghor>

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TIRES AGAIN

A few more discussions

We discussed tires at great length in the last issue. I've gotten a few responses as well as some additional information. I will finish this topic in the next issue.

ANOTHER INCIDENT

A friend in our local *Orlando Area Chapter* was on his way to the State Meet last October when his 1957 Silver Hawk started shaking violently. He was doing about 65 MPH on the Interstate, and immediately pulled off the road. He returned home, a distance of about 20 miles, driving under 40 MPH.

He found that three of the four tires had complete tread separation. The fourth tire is newer than the other three. It is about three years old. He was fortunate that the tires held together, and that no damage was done to the car. The tires were about 5 years old. The car sat for one or two months at a time during the five years.

FROM OLD CARS WEEKLY

I wrote about the tire situation to Q & A editor, Tom Brownell. It appeared in the October 2, 2003 issue. The December 4, 2003 issue contained some responses to my letter.

One was from Bob Endicott, N.Y., who wrote, *"a trailering publication states when a tire is used regularly, lubricants in the rubber work their way to the surface and protect the tire from oxidation and ultraviolet light. If the tire is not used regularly, it will dry out and sidewall cracking results."*

MSNBC NEWS LINK FROM DWAIN GRINDINGER

TIRE MAKERS in Britain have just issued a warning to consumers. Replace tires that are more than ten years old, even if the tread's not worn. For a tire that hasn't been used, like a spare, replace it after six years.

Reviewing U.S. lawsuits, the research group says that many accidents involved old tires. According to strategic safety expert Sean

Kane, "we've been able to document in a very short period of time at least 20 cases involving serious injuries and fatalities in the United States, and we've only scratched the surface of this issue here."

But the U.S. tire industry says a shelf life is not the answer. Donald Shea of the Rubber Manufacturers Association said: "It is a complex series of events that can make a tire deteriorate. One, is the amount of mileage; two is the abuse it takes on the road; third and perhaps most important is the maintenance that is given or not given to the tire. If the public gets the impression that they could continue to use a tire until that 'use by' date that could send clearly the wrong message."

When the NHTSA proposed an upgrade to new tire standards it also proposed an aging standard. That was deferred for two years because no one could agree on a reliable test that could artificially age a tire. The NHTSA is in the process of determining which test is best and hopes to have research done by next summer.

For now, it might be best to check a tire's age. To find a tire's age, check its long DOT code, found on the side of the tire. At the very end are three numbers which indicate the week and year the tire was made, for example a DOT number ending with 414 means the tire was made the 41st week of the year 1994. Complicated! But some believe that, like groceries, tire dates ought to be a lot easier to find. (*NBC News producer Jay Blackman assisted with this story.*)

BOB PALMA Via Email 10-03-2003

In early August 2002, my wife and I towed my car trailer from Indianapolis to Troy Michigan to pick up the 1964 Daytona sedan I bought from the late Co-Operator Advisor Earle Haley's son, George. We were pulling it with my 1979 Caprice Estate wagon. It had good generic radials on the rear of the correct size, with about 70% tread remaining. I had done a walk-around visual

at the gas stop, so I knew no tires were low. But they were at least 12 years old and had been stored on the Caprice OUTSIDE for at least 10 of those years, used infrequently just for towing.

I pulled back on the interstate after stopping for gas near Ft. Wayne Indiana and thought I felt a new vibration from the rear. I actually concluded that belts had probably shifted in one of the tires. I reduced speed to about 45 MPH and put on the 4-way flashers, hoping to get home with the loaded car trailer. Home was a good 100 miles further at that point.

No such luck. Within 8 miles of first feeling the new vibration, the left rear tire blew out and shredded. I was towing a 1,400-pound trailer with a 3,400-pound car on it! The spare was virtually new, but talk about age: It was the original spare - 1979(!) and this was in 2002! It did manage to make it the rest of the way home, at which time I replaced both rear tires.

TOM W. CLARKE 10/8/03

I don't mean to wade into a battle, here, Frank, but there is some suggestion in your recent newsletter that radial tires are not the way to go for our classic cars, and I would like to register a disagreement.

One of the biggest differences that come with radial tires is a "belt" that runs around the circumference of the tire under the tread. Most bias ply tires were not belted, but belts are integral to radials. These belts, being made of a steel weave, have been known to slip, and even separate from the tire carcass. When a separation happens, it can cause damage to the car body. It is my experience, however, that this is a very rare problem. I have had belts slip before, but you notice it in your seat or steering wheel usually long before the tire actually comes apart.

I'm certainly no expert, but it is also my experience that radials are vastly superior to bias ply tires in several ways.

1) Tire life is dramatically enhanced with radials. They will run 40,000 to 60,000 miles before the tread wears out, whereas bias ply tires had a tread life nearer 10,000 miles.

2) The durability of radials actually creates the problem of carcass deterioration, because with bias ply tires you didn't have to worry too much about the rubber deteriorating from age. The tread didn't usually last long enough for the problem to surface.

3) Auto safety is enhanced with radial tires. The cars operate with less steering "wander", and more tread stays on the road surface in cornering.

A very good article on this subject recently appeared in the Auburn-Cord-Duesenberg Newsletter. The article is mostly technical, going through the construction differences of radials v. bias ply tires used on Cords, but at the end of the article is testimony from various Cord owners about how well their cars perform with radials over original bias ply tires.

I really like to drive my Studebakers. My 56J made a run to Billings and back last week (300 mile round-trip, and my 54 Commander Hardtop made the same run over the weekend. Today I'm driving my 73 Avanti, and all three of these cars have 205/75R15 radials on them, and I would never consider going back to bias ply tires. I am using Bob Helm's 15X6 wheels on both my '54 Commander and my 56J and because they widen the stance of the car by about 3", I find both of these vehicles to have greater stability than with original wheels. I ran original wheels on my '54, however, for over 15,000 miles, including a run from Montana to Madison for the 2000 SDC Meet and never felt the use of radials on those 4-1/2" bead width wheels was unsafe.

There are trade-offs, but I have to state my feeling that properly inflated radials are the only way to go. If they had been in use when Studebaker made cars, Studebaker would have used them and there would be no debate.

AND FINALLY

I read an article recently which indicated that original wheels designed for non radial tires could also cause a problem. Radial tires put much more pressure on the wheel, especially at the bead area. The pressure can cause the bead to slip off the wheel. It was suggested that anyone switching to radial tires should also change to wheels that were originally designed for them.

VEHICLE WEIGHT

A little bit of a surprise

For the past several issues, we've discussed the weight of the Studebaker V-8 vs the Packard V-8. Although we still don't know the weight of the Packard, Roy Hastings gave us a comprehensive analysis on the Studebaker. I was also curious about the weight of the car and other components.

First, I took a power steering pump, gear, and bracket to my local UPS office and had

each one weighed. The Pump weighed 13.10 lbs, without the pulley. The bracket weighed 5.36 lbs. The steering gear weighed 43.16lbs. The combined weight amounts to 61.62 lbs. If we throw in the weight of the pulley, and a belt, we could assume the power steering unit weighs roughly 65 lbs.

There would have to be some adjustment for the weight difference between the Ross Steering gear, and the Saginaw steering gear. I doubt the Ross unit weighed more than 15 lbs. Therefore we could say that power steering adds about 50 lbs to the weight of a base 1956 Golden Hawk. If someone has a Ross steering gear they could weigh, we could get a more accurate figure.

A salvage yard near my home has a scale which is open to the public. I took each Golden Hawk in and had it weighed. I emptied the trunk of each car, leaving just the spare and the jack. There was nothing of note in the interior.

Each car is similarly equipped with power steering, and no power brakes. Prior to each car's weigh in, I filled the gas tank. The manual transmission car weighed 3840. The Ultramatic car tipped the scales at 3800.

The weight difference surprised me. I expected the car with the Ultramatic to weigh more than the car with the manual transmission. I wrote to Bob Palma to explain my findings. Here's what Bob wrote:

I'm not at all surprised that your overdrive 56J weighs more than the Ultramatic. Those Ultramatic transmissions are surprisingly light weight for the era, whereas the heavy-duty 3-speed/overdrive units required to handle Golden Hawk torque (56-58, both engines!) are by nature and necessity, quite heavy, not to mention the weight of the flywheel and clutch assembly, linkage, etc.

When I bought our 1956 Clipper in 1992, two extra Twin Ultramatic transmissions came with it. Aside from being bulky due to their physical dimensions, the actual weight wasn't all that much and surprised me as I hoisted them into the truck.

DINNER IN SACRAMENTO

Members have a great time visiting

It looked like we were not going to have our (sort of) annual dinner at the Studebaker Drivers Club's International Meet. I wasn't able to set things up, due to the distance involved. However, members David and Audrey Haynes stepped in to save the day.

They were able to reserve an area at the *Macaroni Grill* about a mile from the meet

hotel. Twenty-four people attended, and we spent about two hours making new friends, renewing acquaintances, eating, and talking about various subject. It was a great chance to visit, and keep the tradition alive.

It's not too early to think about the next meet which will be held in North Carolina. If any member in that part of the country would like to set something up, let me know.

THE MAILBAG

Letters are always welcome. If you need help or can offer advice, share it with the membership.

(Edited as required.)



**EVERETT NUAHA Via
Email 10-04-2003**

The 1956 Golden Hawk has always been special to me, I love the check mark in the quarter panel, and the little short fins. It was also the same year that my father took on a Studebaker dealership franchise.

I can remember those cars in my father's dealership, I used to ride my tricycle around them. I even scratched one once with my handlebars. Boy did I get into trouble. I can also remember him bragging about how fast they were to potential customers. Also when he drove a 56 Commander, I thought he was watching TV because of the speedometer being shaped the way it was. To a little guy like me in the passenger seat, I really thought it was a TV.

My father is still with us along with my mother, and they are very happy that I favor old Studebakers. My mother used to take care of the books for the dealership, so she was involved as well. She even raced a 1956 Golden Hawk once against a Hanover MA. police cruiser. She knew him, and he told her that car was a dog, and challenged her to a race sometime. She actually took him up on his offer right then and there. I was in the back seat with my sister, and the police officer pulled up beside us, and they both took off.

She won the race, and he followed her back to the dealership, and told my father that "your wife is crazy". I'll never forget it, and enjoy thinking back to those days. Ah yes the 1956 Golden Hawk is a special car to me, and always will be. I just haven't found the right one yet. I'm fussy, and I always think of owning an original one. That's why I own the 64 GT, it still has the original paint on it, and it's just as shiny as the day it was built.

JOHNNY THIELE Via Email 10-17-03

I mailed a contribution this morning. I really appreciate the web site. I purchased 6030483 from James Maxey on May 1st, 2003 at the swap meet in South Bend. Jim had it on a trailer at the Sasco building. What impressed me was the undercarriage. It was rust free even though the body wasn't much to look at.

I offered Jim his asking price if he would deliver it the three hundred miles to my house. [which he did] He told me the starter would not do anything. [which it didn't] He said they had pulled it and knew the engine was free, [which it was] that the clutch was stuck, [right again] but that it showed 30lbs pressure on the oil gauge and the fuel pump pumped fuel from the tank. [right again on both counts].

I first removed the starter and had it rebuilt. The starter then worked but would not engage the flywheel. I adjusted the drive per the service manual. It still would not engage. I then had the car taken to a local garage. They determined that the starter was turning backwards. The repair shop corrected that. The starter would engage now but the engine would not fire. They did a compression check and told me it didn't have enough compression to run. This was in the hottest part of the summer and they did not want to tear into it until this winter. I had them bring the car home so I could try a few things on my own. After talking to several people for advice they all said an engine does not have to have very much compression to run. That was all I was after at this point.

I replaced the plugs, cap, rotor, points & condenser. It tried so hard to fire but just couldn't. I attended a Studebaker show in Effingham, Illinois and met Raymond Blakemore from St Louis. He offered to stop by my house on his way home since it was right on the way. Raymond and his lovely wife did just that. It didn't take him long to figure out that I needed a new set of plug wires. I thanked him for his help and assured him I would put a set on that very day.

I went up to NAPA, got a set and installed them. Guess what! After 30 years 6030483 was running again. I had the tank off so I sealed it and put it back on a few days later. I got the car running again. [remember, the carburetor had not been touched in 30 years!] I started it in reverse and broke the clutch free. I was then able to drive it into the garage under its own power!

The car was originally delivered to Dallas Texas and had last been registered to Walter A. Jazwinski of Tucson, Arizona August 9, 1973. It has 1973 Arizona license plates on it and 1971-1972 University of Arizona sticker in the rear window. I would like to thank you for all your hard work to maintain this site and to Raymond Blakemore, owner of 6032599 for his willingness to help.

(Editor's Note: This is an example of one of the reasons for our Register's existence.)

BOB AIKEN VERNON BC

October 20, 2003

Just a short note to update you on my Hawk's progress which it turns out to be very time consuming and complicated enough to try the patience of a saint, but it is coming together slowly but surely.

The earlier problems experienced have all been cleared up "Thanks" in part to your expertise. The transmission doesn't leak any more, shifting seems good though it hasn't been road tested yet, the speedometer functions properly and the motor is right on though the fuel pump is a little noisy which I think will take a new spring under the activating lever to correct.

Painting is now seriously under way, and by the way blue and grey won out over the original gold and white. I went go into detail of all the painting problems suffice to say they are numerous. I like to do as much work as possible in my own shop and finding someone to paint with anything but clear coat is next to impossible. Anyway after numerous tries a satisfactory job has been achieved and the chrome soon to be back in place as well as the interior. My target date was our Thanksgiving Day but that has come and gone so I'm running a bit behind schedule, OK so I'm a lot behind schedule.

I've enclosed some more pictures and an interchange list of parts that were used on my project that may be of some help to others just starting out also a donation to help keep up your good work.

RICHARD KAUFMANN Vie Email 11-10-03

Just thought I would send a story on what was almost a disaster to my 56J. Seems I parked it where I never park a car and left it in second gear which is no problem on level ground. This ground has a almost unnoticeable slope to it and that was almost the cause of my Studebaker going down a 300 foot embankment. The pictures tell it all.

On Saturday, October 18th, was the Studebaker Drivers Club tour day to Bowie.

We had our 56J washed, cleaned inside, gassed up and only needed the windows cleaned to be our shining star going to Bowie. I figured I would clean the windows in the morning before we left and parked it outside alongside the shop rather than inside the carport. I have usually been able to park it right alongside the shop but I had parked our utility trailer there. No problem, just pull beside the trailer and leave it there.

Jo and I went to dinner with some friends in Jo's car about 5 P.M. The Stude was still where it should have been when we left. As we came home after dinner it was dark and the automatic floodlights came on as we came up the driveway. We parked the car in the carport and started to walk towards the house but this big bright thing was reflecting from the northwest. We looked at it kind of dumbfounded until we recognized our Studebaker's nose poking up from the edge of the plateau.

From where it was, I first thought was that someone tried to steal it and ran it off the edge. As we had other cars parked in the carport with keys in them, why would anyone want to steal a Studebaker?



Dude! Where's my Stude?

We just stood there in awe. We then just figured it out that it started rolling on its own after we left. Since it was totally dark and there was nothing we could do about it, we just looked at each other, shrugged our shoulders and went into the house for the night.

The next morning, we went out to see how it was stuck on the side of the hill.

That's when we saw it was hung up mid-frame on an old concrete beam right across the middle of the car. The whole rear end was hanging in space. I figured it was within 6" of tipping over and going all the way.

I had called my son to come over with his 4-wheel drive truck earlier to try and pull it back up on level ground. After seeing how it was perched, and just a little jerk could start it going downhill. I could just see the Studebaker going down the hill pulling him and his truck down with it. It just did not seem like a good idea.

That was when I decided to get someone specializing in mountain vehicle retrieval with the right equipment and get it back up. He did a great job and enjoyed it so much he only charged me \$80.

There was almost no damage except for one scratch under the rear quarter panel about 2" long and a inch wide. You have to look hard to see it. The lowest rear wheel hanging down had rear end grease pour out all over the brake shoes which was easy to flush clean.

The Stude is now fixed and running without any lingering effects of its close call.

JOE HALL Via Email 12-11-03

I finally got 56J # 6031195 on the road, after 18 months, \$18K and about 1700 labor hours. I did not think I'd like the stock sunglow/snowcap exterior and charcoal/white interior, but its growing on me. I'm glad I kept it stock now. There are still a few nickle & dime things to do (like make and install the door panels), but it mainly just needs driven to iron the bugs out.

I drove it 105 miles today, just easing around the Kentucky back roads. Long story, but it took about 75 hours to reassemble the engine and get the kinks out of it. It is running a little warm (190 with a 180% thermostat) but I think its gonna cool down eventually and be OK.

I really like TH400 tranny kit, made by Jack Nordstrom. It is heavy duty, yet smooth as silk, and the TH400 lets the driver have total control of gear selection.

I installed an underdash AC unit that also has a heater inside it. I haven't hooked the AC up yet, but the heater part of it will run a person out of the car, even on low speed. Plus, the car also has the stock heater. I like lots of heat in the winter.

I am sending this n case someone is interested in adding auxiliary heat, and/or AC to their 56J.

If you call "Yogi's" at 553-246-2500, 800-373-1937 or yogi@yogisinc.com they can look in their computer for the one they sold me in August 2003, at the Louisville Custom

Auto Show. I bought a complete kit (minus only the compressor bracket), but they could also sell you any component of the kit, i.e. just the underdash unit. They are nice folks and very reasonable in their prices. I bought their kit for about \$625, but that was with free shipping, no tax, and a 10% discount at the show. I think the same kit from them now, without those savings would be around \$725. My bro-in-law has their kit in his 56J, with the AC hooked up, and it works as good as any stock Stude underdash unit I have ever experienced.

I had always been told, by the hot rodders out west, that the units with the heater elements were not very good, but that is simply not true with this unit. If anyone is interested in an AC compressor bracket for their 56J that works with any Sanyo 508 compressor, I may be able to talk my bro-in-law into making you one, he kept the template form the one he made a couple of years ago. (It would be reasonable, but not free.)

Well, I am now going to go try to put another 100 miles on the new 56J today!

SUELLYN RODY via Email 1/1/2004

Ultramatic Dynamics rebuilt the transmission on my 56J. Peter provided telephone updates and service beyond what was expected, and achieved excellent customer satisfaction.

HERE WE GROW AGAIN

Please update your rosters as we welcome the following members. **If you move, please remember me when you send out your change of address forms.**

428 Lanny McNabb 4203 Wilson Ave
Signal Mtn TN 37377 423-886-5500

429 William B Starcher 9205 Peck Rd
Mantua OH 44255 330-274-0713

NOTICE: In lieu of dues, and to help keep my records correct, registration forms will be mailed out periodically to members 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.**

WHEEL ESTATE

Due to our infrequent printing schedule, many ads may be quite old. Please let me know if the transaction has been completed.

Wanted: Packard V8 forged crankshaft. Also, information and experiences from any members who have used or even seen a forged crankshaft. Jack Vines, Packard V8 Ltd. 3227 E. 28th Avenue, Spokane, WA 99223 PackardV8@comcast.net (01/2004)

Wanted: Right front grill, tail light housings for 1956 Golden Hawk. George Gleason, 716-870-2669. (01/2004)

For sale: Ultra matic from '56J, never been tampered with and it is complete with Torque converter. \$150 or trade for trim pcs for 56J. Ed Montgomery 585-254-8110 (day phone#) (01/2004)

For sale: NOS and used 56J parts. New carb overhaul kits \$25. I can repair most tach sending units and I rebuild sending unit to tachometer cables. Brent Hagen, 6220 SE 55th Ave, Portland OR 97206-6800, phone 503-771-0604 (11/2003)

For sale: "352" overhauled, unfired, auto trans, Saginaw power steering, extra torque and intake, many other extra, make offer, may part out. 541-424-3112, 541-740-6079. Don Wagner. (10-2003)

For sale: 1956 Golden Hawk used parts & literature: #403502 pressure plate \$50.00, #461543 bell housing \$150.00, # 440529 flywheel \$100.00 #473176 clutch plate \$40.00, #6403546 clutch release lever & ball stud \$35.00, #465306 release bearing \$20.00. \$350.00 for all. Can have clutch plate & pressure plate rebuilt for additional cost. # 440893 intake manifold \$35.00. #1312185 hood ornament \$75.00. # 1312079 lower grill molding chrome \$35.00. # 440842 timing chain \$20.00. #440843 timing gear \$20.00. #440841 crank sprocket \$20.00. Packard Delco starter motor with solenoid \$75.00. Small folder of entire 56 Stude auto line \$20.00. Large folder of 56 auto line \$35.00. Large folder of only 56 Hawk line \$35.00. 56 Golden, Sky & Power Hawk F fender chrome strip #1312503 good cond \$30.00. 56 Golden, Sky & Power Hawk door chrome strip # 1321106 good cond \$25.00 ea. Will trade some of above for 56J power brake unit (Hydrovac). Shipping extra. John Raises email: avantijohn@yahoo.com (10/2003)

WANTED: 1956 Golden Hawk in decent condition. If it needs a little work, that is ok. Prefer one with 3 spd/OD, but will take anything in nice shape. I have a beautiful 1955 Chevrolet Bel Air Hardtop which I could trade. Bob Erickson, 912 S 12th St, Montevideo MN 56265, 320-269-8537 or 320-269-8969. (09/03)

For sale: 1956 Golden Hawk in Original Mocha/Doeskin, standard trans, dual carbs.

Beautiful restoration, \$25,000. Call Ken Huggins, Columbia SC 803-296-5789 (07/03)

For sale: Packard V8 engine complete \$250.00. Engine came out of a 1956 Golden Hawk, but the engine number is P8955 which indicates it was originally in a Hudson/Nash. It has the 4 barrel carb, heads, exhaust manifold, etc. I also have the full drive train and rear end. Richard Mazurek, 930 NW 53rd ST, Pompano Beach FL 33064, 954-481-2715. (06/2003)

For sale: 1956 Golden Hawk ultramatic \$12,500. Family Auto Sales, Inc., 3300 25th Ave., Gulfport, MS, 39501. Phone 228-864-8220, Fax 228-868-3883. (02/2003)

WANTED: Column gear selector shaft upper bracket 1539833 for Ultramatic w/power steering. This is the part right below steering wheel and has detents for trans selector lever. Good used is fine. Thanks, Kendall A. Gibbs MD, lebaron41@yahoo.com 401-247-2015 (04/2003)

WANTED: Shift Rods and shift levers for T-85 trans. Part #'s 1540179 and 1540207 shift rods and 1539603 and 1539601 shift levers. These parts are for a non-power steering car. Please call Randy at (856)358-7585 or e-mail R6Studel2@msn.com (10-2002)

Wanted: Steering wheel in reasonable condition, Right tail light housing with correct notch for fender fin, Chrome rear view mirror (interior), Stainless trim strips for interior door panel (driver's side), Plastic horn ring medallion. Kendall A Gibbs, M.D., 24 Bosworth St, Barrington RI 02806, 401-247-2015, FAX 401-247-9249, lebaron41@yahoo.com (10/2002)

Wanted: Rear fenders (quarter panels) for 56 Hawk. Any Hawk or Coupe from 1953 to 64 will fit. Walter Kunz (407) 737-7433 or wgkunz@aol.com (12/01)

For sale: solid 56J body, doors, rear fenders, all trim, tail light lens-perfect. One set of NOS side grills, Good hood, excellent trunk, stainless trim, glass, tachometer, sending unit, clock, dash face plate, glove box door, 4 barrel carb, 3 spd overdrive trans, bell housing, clutch, pressure plate, linkage, restored window flippers right and left, fins, roof belt molding, interior roof plastic bands and steel holders and brake drums. Other STUDE parts available. Dwayne Jacobson, 2620 Lakeview Dr, Junction City, WI 54443. 715-341-9470 or studebaker@g2a.net

THE PACKARD PAPERS, for the Packard enthusiast, printed on antique letterpress, Packard Ivory paper with black printing. The

Packard Papers, 288 Whitmore St., #211, Oakland CA 94611, 510-655-7398.

1956 GOLDEN HAWK SERVICES

Packard V8 Cam Retainer Plate and Cam Spacer. Toward the end of V8 production, Packard redesigned these pieces to raise oil pressure and stop lifter noise. If you are rebuilding a 56J V8, you MUST replace the original parts with these two pieces, however, until now, you would have had a problem, as they were No-Longer-Available from any vendors known to us. We needed parts for our engines, so made some on a CNC mill in A2 Heat Treated Tool Steel. As a favor to club members, we will make the set available for \$75, shipping included. They will be the most beautifully finished part on your engine. Packard V8 Ltd. 3227 E. 28th Avenue, Spokane, WA 99223, email PackardV8@comcast.net We prefer PayPal, cashier's check or money order.

Ultramatic Trans Shift Indicator. Diecast 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

\$40.00 + S/H

Electronic Ignition Modules for your 1956 Golden Hawk. Use the tachometer sending unit as with the points system. John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840. Check out the Web site at www.studebakerfarm.com or Email to studefarm@yahoo.com

Ultra400 Automatic Transmission Conversion for your 1956 Golden Hawk. Enjoy the difference and confidence. No puking overflow. More power to the wheels. For more information contact: Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132.

1956 Sky Hawk and Golden Hawk headliner trim bows. One set consisting of 3 pieces with ends tapered. \$110.00 per set (includes shipping). Myron McDonald, 417-678-4466 or 417-678-2631, email pmeyer@hdnet.k12.mo.us

Motor Mounts for the Packard Engine on the '56 Golden Hawk, \$125.00 a pair, plus your old mounts or send an additional \$125.00 for core charge. Ken Berry, 2206 Live Oak Circle, Round Rock, Texas 78681.

Rebuilt 56 Golden Hawk fuel pumps, both Carter and AC Delco, \$75 exchange (I must have your old fuel pump, or a \$50 core charge). Add \$10 for shipping. Gary Capwell 3441 Sandringham Dr. N.E. Salem, Oregon

97305, Phone (503)390-4588 Email mocha56j@comcast.net (01/00).

Rebuilt Packard water pumps for sale \$75, plus \$10.00 for shipping, no core charge. Contact Brent Hagen, 6220 SE 55th Ave., Portland, Oregon 97206-6800. Phone: 503-771-0604. E-mail: ghawk352@effectnet.com

Transmission Puke kit-II: Stop that fluid from belching out the dip stick tube on start up. \$5 ppd. Mail check to Brent Hagen, 6220 SE 55th, Portland, OR 97206-6800

1956 Golden Hawk Window Price Sticker

The design is based upon the general design of stickers which were actually done during the period 1959 thru 1966. Send \$40 along with serial number and options/accessories which were originally on your car (a copy of the production order would be very helpful.) If your car has been repainted and options/accessories added or deleted and you want the sticker to reflect the car as it is now just include the information. I have all of the prices. Questions, telephone 708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448. <rtq11@aol.com>

STUDEBAKER VENDORS

www.StudebakerVendors.com All the major vendors are listed on Studebaker Vendors. You are only a "click" away from a host of vendors who can help you with your project. Most vendors have Email, and many have on-line shopping carts. Studebaker Vendors, your one stop shopping mall.

Studebaker parts, N.O.S. and excellent used parts. Phil's Studebaker, 11250 Harrison Rd., Osceola IN 46561, Ph 219-674-0084, email Stude67@aol.com See our web page at www.studebakervendors.com/phils.htm

HIGH PERFORMANCE Reproduction Parts & Accessories. Lionel Stone Studebaker, 4476 Matilija Avenue, Sherman Oaks CA 91423, 818-990-8916 phone/fax. See our web page: www.studebakervendors.com/lstone.htm

A LARGE STOCK of Studebaker parts from 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. 25 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet, IL 60432, 815-722-7262, Internet: rkapteyn@mcs.com.

Bondo Billy's merchandise web store has T-shirts, sweat shirts, license plates, mugs, steins, mouse pads, etc. Silkscreen or custom printed with photographs & drawings. www.bondobilly.com/store.html

NEW & USED Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts. Stephen Allen's Auto, PO Box 559 Newberry, FL 32669 352-472-9369. www.mystudebaker.com

STAINLESS STEEL EXHAUSTS available for 1956 Golden Hawks, standard size or 2-1/4" diameter. Stainless Steel OEM style mufflers for above systems, quiet or loud tone also available. Silvertone Exhaust Systems, 118 Culloden Rd., Ingersoll Ontario Canada N5C 3R1, D. Simmons 519-485-1966, Mon. - Fri. 9 a.m. - 8 p.m. EST. See our web site at: www.studebakervendors.com/silvertone.htm

UPHOLSTERY, HEADLINERS, TRUNK MATS for 1956 Golden Hawks. Do this part of your restoration right, too. Rene & Bonita Harger, Phantom Auto Works, 311 E. Anderson Ave., Knoxville TN 37917, 865-525-6025. www.studebakervendors.com/phantom.htm

56J CLUB ITEMS

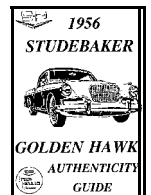
ALL PROCEEDS HELP MAINTAIN THE REGISTER

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 \$3.00 USA, \$8.00 foreign S/H).



\$35.00

1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE. Documents most of the quirks with 30 color photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories (+ \$2.00 USA, \$8.00 foreign S/H)



\$20.00

1956 STUDEBAKER MANUALS ON CD



\$10.00

The Parts Catalog, Authenticity Guide, 1956 Car Owners Manual, 1956 Accessories Catalog, and the Warner Overdrive Manual in PDF format, viewable with Adobe® Acrobat® Reader (included) (+ \$1.00 S/H).

56J ONLY NEWSLETTERS ON CD

All the back issues, up to the current one, in PDF format, viewable with Adobe® Acrobat® Reader (included) (+ \$1.00 S/H).



\$10.00

1956 STUDEBAKER GOLDEN HAWK PRODUCTION

ORDERS ON CD The complete set of all 4073 Production Orders for 1956 Golden Hawks, produced directly from our data base. PDF format, viewable with Adobe® Acrobat® Reader (included) (+ \$1.00 S/H).



\$10.00

COPY OF THE ORIGINAL PRODUCTION ORDER for your car. Directly from the microfilm, so the only mistakes are those made by Studebaker. Send serial number. \$12.00

STEERING WHEEL COVER

Black on white background. Slides over the top of the 17" steering wheel, washable.



\$15.00

DECALS-TAGS-PATCHES

PATCH 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background.



\$3.50

AIR CLEANER/OIL BATH, yellow/black \$ 4.00.
GENERATOR FIELD TERMINAL TAG, red \$ 1.50.
TACHOMETER SENDING UNIT TAG, red \$ 3.00.
CLUB ROSTERS (send SASE)
Make checks payable to Frank Ambrogio.

**PARTS INTERCHANGE LIST
FROM BOB AIKEN**

PART DESCRIPTION	STUDEBAKER PART NUMBER	INTERCHANGE NUMBER	MANUFACTURER	PRICE
CLIMATIZER MOTOR	1540742	PM 3621	VISTION	123.97
CARBURETOR KIT	6484549	CK 371B	NIEHOFF	35.80
DISTRIBUTOR ROTOR	371245	AL 45	NIEHOFF	6.32
OIL FILTER	SP 50057	C 4	FRAM	5.53
DIFFERENTIAL PINION SEAL	199379	5778	NATIONAL	11.15
REAR AXEL INNER SEAL	530573	16069	CHICAGO RAWHIDE	6.17
REAR BRAKE CYLINDER	535584	WC 19238	RAYBESTOS	34.35
MASTER CYLINDER REBUILD KIT	530238	MK 137	RAYBESTOS	24.56
FAN/GENERATOR BELT	440448	11A1450	GATES	28.20
POWER STEERING BELT	1540139	11A1393	GATES	18.81
MUFFLER (MODIFIED)	1539838	18105	WALKER	50.12
HEAR RISER VALVE (MODIFIED)	440853	600-1831	BALL KAMP	50.69
TRANSMISSION REAR SEAL	6470203	16201	CHICAGO RAWHIDE	14.92
MECHANICAL TEMPERATURE GAUGE (MODIFIED)	1539879	82210-48	STEWART WARNER	44.66
THERMOSTAT 180	532017	13356	STANT	9.50
RADIATOR CAP 13 LB RETURN TYPE	536502	10329	STANT	10.00
BRAKE LIGHT SWITCH	666858	SL 134	ECHLIN	11.65

P.S (MODIFIED) as in the muffler, I added a reducer to th outlet end and the heat riser bolt holes had to be made to fit the mounting bolt pattern. The Stewart Warner positive or mechanical temperature gauge is a near perfect match but is a little bit smaller than the hole in the dash so extra care should be taken to center it. My Studebaker Chassis Parts Book shows some Canadian and American parts and numbers differ, so keep this in mind.

IN THIS ISSUE

NICK AND AUDREY HAYNES SAVED THE DAY WITH DINNER IN SACRAMENTO.

VEHICLE WEIGHT DIFFERENCES IN ULTRAMATIC AND MANUAL TRANSMISSIONS.

TIRE PROBLEMS DISCUSSION CONTINUES .

EVERETT NAUHA REMEMBERS HIS EARLY 1956 GOLDEN HAWK EXPERIENCE.

JOHNNY THIELE BOUGHT JIM MAXEY'S CAR AND IS TRYING TO BRING IT TO LIFE.

BOB AIKEN GIVES US AN UPDATE ON HIS RESTORATION PROGRESS.

RICHARD KAUFMANN HAS QUITE A STORY TO TELL OF A NEAR DISASTER.

SUELLYN RODY IS HAPPY WITH TRANSMISSION WORK DONE BY ULTRAMATIC DYNAMICS.

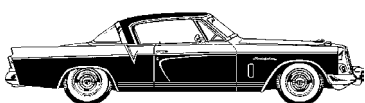
JACK VINES HAS DEVELOPED A CAM RETAINER PLATE AND SPACER.



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

PLACE
STAMP
HERE

MAIL TO:



STUDEBAKER
THE CURE FOR THE COMMON CAR