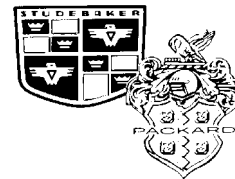




56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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

NUMBER 051	ESTABLISHED JANUARY 1, 1989	JUNE 2005
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CHICAGO AUTO SHOW - 1956

One 1956 Golden Hawk - Two Possibilities

Special Thanks to the Chicago Automobile Trade Association and the Chicago Auto Show

On February 1, 2005, I received the following message from Brent Hagen:

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This 56J picture is off the Chicago Auto Show web site photo gallery from 1956. My son found it and showed it to me. It is the same 56J that is on the back cover of the April 1985 issue of Turning Wheels, only taken from a different angle.



Photo Courtesy of the Chicago Automobile Trade Association and the Chicago Auto Show Chicago Auto Show - 1956

this car? I remembered seeing some special cars when I was going through the production orders about 10 years ago. I've planned to do some articles on those special cars, and this information has provided me with a reason to do this one. Those production orders were used to create the data base.



Closeup view

I searched through the data base, and found eighty-three production orders showing a destination of Chicago. Two of those, showed cars that had a destination of "Chicago Auto Show." The serial numbers are 6030901 and 6030922. Both cars were identically equipped, so it is impossible to tell which car is in the picture.

The final assembly date for 6030901 was 12-19-1955. The final assembly date for 6030922 was 12-20-1955. Both showed a date shipped of 1-04-1956, and were painted P5636 Sunglow Gold/Snowcap White.

With a theme of "June in January", the 48th annual Chicago Auto Show, was held January 7-15, 1956. Thus, both cars would have been completed in plenty of time for the show.



Paul L Lifka photo Turning Wheels April 1985

Naturally, my first thought was, what is the serial number of this car? I remembered seeing some special cars when I was going through the production orders about 10 years ago. I've planned to do some articles on those special cars, and this information has provided me with a reason to do this one. Those production orders were used to create the data base.



Chicago Automobile Trade Association and the Chicago Auto Show

Turning Wheels, color photo, appears to show the car with a

bright yellow paint. However the lower rear portion appears more like the gold color. I'm sure the lighting, at the show, had a lot to do with the shading. The Turning Wheels article by Paul Lifka indicates that two other 1956 Golden Hawks were on display at the show. One was painted P5638 Mocha/Snowcap White and the other was painted P5641 Ceramic Green/Snowcap White. I could not find which cars these might have been.

The production orders show the cars equipped with power seat, power window, tinted glass, automatic transmission, power steering, power brakes, and white wall tires. The cars were also optioned with "Spoke whl", internally controlled antenna, side view mirrors, license plate frame, automatic tune radio, cigar lighter, exhaust pipe deflector, clock, back-up lamps, Climatizer, windshield washer kit, front & rear seat belts. If you look closely, you can see the side view mirror on the passenger side.

In all likelihood, both cars were at the show, and may have each had their turn on the display platform. Another possibility is that only one car was on display, while the other served as a backup.

The dates, color, and equipment, of these 1956 Golden Hawks, fall within the proper parameters. This would

seem to be pretty positive proof that these are the cars that were on display at the Chicago Auto Show in 1956.

Unfortunately, neither car is on our register, so we can't tell if either, or both, survived. Thanks to Brent, and his son for providing the picture. Perhaps, someday we will find some answers.

Special thanks to Jerry H. Cizek III, President and General Manager of the Chicago Automobile Trade Association, for allowing us to use the photo. For more on the Chicago Auto Show, visit their fine web site at: <http://www.chicagoautoshow.com/>

ANOTHER COMPLETION

Ray Martin finishes his project



The one thing I enjoy most about the newsletter, is being able to report that another car has been restored, and/or is back on the road.

I received this picture, along with the following note from Ray Martin of Sparta Ontario:

"Just received the latest 56J newsletter, very enjoyable reading. I also today (2-16-05) finished the interior on our car. So it is finally finished 23 months after purchasing it from Chuck Naugle.

"It would have been done much sooner but it took about 14 months to get all the interior from Phantom Auto, as they were out of the fabric inserts for the seats. They finally got a new supply on December 04, 2004."

"The photo was taken last fall at our place when the maples were in full color. This is one of the finest cars I have restored."

Congratulations to Ray and Vera. Ray has done several excellent restorations over the years. I'm sure this one will be of the same high quality. I hope we can see it some day at a future SDC meet.

Early Stewart Warner Tachometer wiring diagram:

This article was taken from the North Carolina Chapter Web site at <http://www.ncsdc.com/>

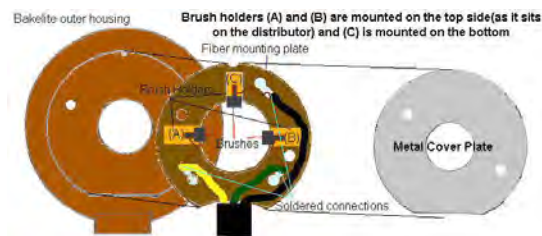
The following diagrams are for the '55 Speedster, and '56-'61 Studebaker Hawk tachometers. These are the style that the tachometer drive/sending unit mounts

between the distributor, and the distributor cap. I have re-built about 10 of these units. Only one was "too far gone" to use for anything but parts. For the most part, the main problem is the deterioration of the wires. You should be able to re-wire yours and have it work. Only once did I see the brushes worn beyond service. I went to the parts store and bought some similar small brushes, filed them to size, and used them. For the wire itself, I use 3-wire heavy duty extension cord with the black cover.

A fellow Studebaker enthusiast (Ray Brunner) has sent me some particulars on the "cable" that will work well for rewiring this tachometer. At any electrical supply or hardware store- ask for type "SJ" wire in 16 gauge, it will work nicely.

This first drawing is of the distributor mounted tach drive/sending unit. It shows a schematic, and the color-coded wiring diagram. The "white" wire is coded yellow to show up better in the drawing.

Distributor driven unit

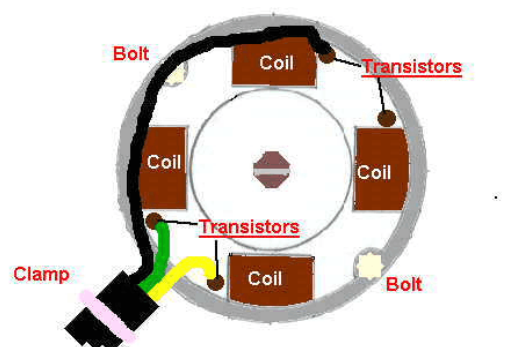


This next diagram is of the tachometer head itself, and a small drawing of the plug connectors. ALL the plug connectors are wired the same... regardless of their position! The view shown is of the inside of the connector, viewing the tabs you solder the wires to. Make sure ALL the connectors are wired like this!

Tachometer Head

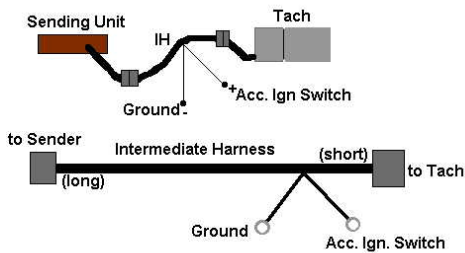
Wiring

All plug connectors are wired like this (seen from the soldered end)



In the car:

This Next diagram is of the harness itself, and how it is wired in the car. The "short" section coming from the tach head is 6" long. The "long" section is 24".



The intermediate harness has a female connector on each end.
The black wire coming from the tach connector runs to the accessory side of the ignition switch.
The black wire coming from the sending unit is grounded to the dash bracket.

SOME THINGS NEVER CHANGE

Better sell your car before it kills you

I spent about six months researching magazines, books, and other literature for information on the 1956 Golden Hawk. I limited my search to comments made regarding the front end weight and how it affected handling.

I did calculations and made comparisons, weighed my cars, and got other opinions. Armed with all this information, I wrote an article, which I thought would put to rest, the notion that the 1956 Golden Hawk was too nose heavy, handled like a tank, and was a four wheeled death trap.

Six months later, Old Cars Weekly printed half the story in their February 17, 2005 issue, with the conclusion in the following week's issue. The editors took considerable liberties with the text I had submitted, but the general idea was still discernable. Finally, the world would know that the 1956 Golden Hawk's, nose heavy, bad handling, unsafe, reputation was unfounded. I had done the research, crunched the numbers, conducted my rather unscientific survey, and the results were published.

All seemed well until a letter by Jimmy Davis of Wetumpka AL was published in the April 7, 2005 issue. The title, "Dangerous 1956 Studebaker Golden Hawk" definitely caught my attention. Jimmy wrote:

In the fall of 1956, a friend called and wanted to take me for a ride in his dad's new car. He pulled up in a '56 Studebaker Golden Hawk. I was amazed that his dad would buy a car like this. It was a very unusual car for 1956.

The ride that day was scary to say the least. This was the most powerful car I had ever been in. My friend always drove fast. But he had trouble controlling the car at high speed on curves and when digging out; I felt very

lucky to get home unharmed that day. Over the years, I have remembered that car as having way too much engine for that chassis.

Your recent article about this car stated, "It can barely make a turn without running off the road and settling in the cornfield." A few months after my scary ride, my friend's father was going around a long curve at high speed. He ran off the road and ended up in a field. He was killed, and the car was demolished.

Not the reaction I was hoping for. I decided to let public opinion unfold. Some vindication appeared in the April 21, 2005 issue, with a letter from John Northrup of Shelby Township MI. Under the heading, "Drive, enjoy, be safe", John wrote the following:

In reply to Mr. Davis' dangerous experience with a 1956 Studebaker Golden Hawk ("Sound Your Horn," April 7, 2005), no doubt the problem was exacerbated by a powerful V-8 engine, but I doubt that the overall handling was any worse than most cars of the 1950s.

The keynote here is to drive the cars, enjoy them, but always stay well within their somewhat narrow limitations. They just won't steer, brake, or corner like a modern automobile. Say what you will about the bland sameness and lack of character of new cars, ya can't beat 'em for their excellent handling and overall safety compared with cars of 50 years ago.

Then, a letter from owner Daryl Norenberg of Ft. Dick CA appeared in the April 7, 2005 issue. With a title of, Golden Hawk Swap, here's what Daryl wrote:

In the April 28 issue, I read about the dangerous 1956 Studebaker Golden Hawk. I agree. I have one, and I had two bad experiences that I eventually corrected. I was coming home from a car show that I entered. I live in a mountain type area; going around a corner, the car wanted to keep going right into the side of a hill. This happened to me a couple of times. I resolved the problem by removing the 352-cid Packard engine, sold it to another GH owner, and I replaced it with a 305 GM engine. Now it's great, much lighter in handling, and no steering problems or heat problems. I used a 350 tranny, and everything works beautiful. The Packard engine had a lot of power and was great as long as you were going in a straight line.. It was just too heavy. To a purist, I did the wrong thing, but now it's a great car and performs very well.

Daryl and I have spoken several times over the last few years. I wasn't aware of his harrowing experiences. I was also unaware that he had swapped engines and transmissions. At first, I thought his car might have had the manual transmission. The free wheeling aspect of this transmission would cause anyone to have heart failure while coming down a steep hill. Disengaging the overdrive is certainly, Step One. However, I checked my records, and Daryl's car originally came with the Twin Ultramatic. Unless the transmission was changed at some point, I can't understand why he would have had a problem.

I've never had a handling problem with either of my cars in 23 years, I also live in an area of the country where mountains are non-existent. In Jimmy Davis' case, I feel his friend, and his friend's father, simply lacked the maturity to drive a car of this type. When you sit behind the wheel of a performance vehicle, you have to be a little more responsible. Was the car at fault, or did the problem lie with the driver?

But Daryl's case is another matter. Assuming the underpinnings on his car were in good condition, his experience is certainly worth noting. I have no reason to doubt his story. I'm sure I don't want to take to the mountains just to see if I can recreate the experience.

Owner Richard Kaufman of Tucson AZ reported a similar experience the first time he drove his car in the hills. But his car has the manual transmission with overdrive. He learned very quickly how Free-Wheeling works.

I decided that the bad press is due more to the manual transmission with Free-Wheeling, than is due to the Packard V8 engine. However, Bob Palma informed me that the 1957 and 1958 Golden Hawks used the same transmission with overdrive and Free-Wheeling. I've never heard any comments about these cars being unsafe. Yet, despite the difference in engines, the front end weight on all three Golden Hawks is about the same.

I guess people like Joe and Tomoko Hall, who drive their cars regularly, have been riding with a guardian angel in the passenger's seat. Joe has driven his car all over the country putting over 100,000 miles on it. The same would hold true for Jim & Ann Morgan, who bought their car new in 1956, and drove it more than 175,000 miles in the first ten years with the original engine. K. V. Smith has owned his car since 1959, when he was in high school. Somehow, he has managed to keep it on the pavement. Deborah Shipione has kept her car out of the ditch for over thirty years, and John Raises has done likewise for more than forty years.

Based on my experience, I stand by my story. However, there must be more to it. I'm open to the fact that there are others who feel that the 1956 Golden Hawk, with the Packard V8 is unsafe. I just haven't found it to be true. I hope I never do!

MORE STUDEBAKER TOYS THAN ROOM

Submitted by Brent Hagen, Portland, OR

(Reprinted from the Toy Studebaker Collectors Club Newsletter)

I own more Studebakers than I currently have room to display. (Anyone else have that problem) ? This was not always the case. Back in 1989, I bought the car of my dreams, a 1956 Studebaker Golden Hawk. I had two young sons to buy toys for back then and was dismayed that I couldn't find any toy Studebakers to buy for them and myself.

My first Studebaker toy was an old Dinky Hawk that a friend found for me. It wasn't cheap but I was tickled to

get it. Even though I liked all Studebakers, my overall favorite Studebaker has to be the Hawk.

Since I began collecting Studebaker models, I have sought out some of the more obscure toy Hawks I have seen in Jim Geary's original toy book. These include the Hubley Hawk. Marchesini 1956 Sky Hawk series, and the Mercury 1956 Golden Hawk. The Mercury 1956 Golden Hawk was recently re-released by Scotty and I was able to purchase one (with the help from Joe Parsons) at a much more reasonable cost than the Mercury!

Along with fellow Stude Toy Club member, Ray Petros, I share an infatuation for the 1956 AMT Golden Hawk Promos and currently own about a dozen of them in various color combinations. I am currently trying to locate one in either solid Seaside Green or Seaside Green / Snowcap White to match a 1956 Hawk I acquired a year ago. Any leads would be Greatly appreciated!

A couple of my more interesting Hawks include a custom-made wooden 1956 Golden Hawk in approximately 1/15 scale that was hand carved by Roberto down in Brazil and a die-cast 1/72 scale 1956 Golden Hawk that was custom painted for me by the Shrock Brothers. .



My Roberto Hawk took about a year to receive from the time I placed my order. I submitted some 1956 Golden Hawk photos and sent a vent door for a paint sample and a swatch of fabric for matching the interior color. Robert did an outstanding job of matching the color, even getting the small metal flake like was in the original color paint! The interior of the model came with seats, steering wheel and metal dash applique with the instruments. The exterior is also very detailed, down to such things as the antenna, side mirrors and tread on the tires.

The Shrock Brothers are great. I asked them if they could custom paint the interior of my 1/72 die-cast I ordered from them. Since it hadn't been assembled yet, they obliged me. Both the interior and exterior of their 1956 Golden Hawks are hand-painted, then assembled. Mine is Ceramic Green/Snow Cap White like my actual car.

I could go on for a long time talking about Studebaker toys, but now you know a "little" bit about which Studebaker toys are my favorites to collect. It is special that we have such a unique club to support us in this hobby. As a new member, I am very glad to have joined!

It is refreshing to see so many new Studebaker models being produced today. The quality is getting better and the prices are coming down. Even though my sons are now young adults, they enjoy collecting the new Stude toys as much as I do.

THE NAME GAME

"ER", not "RY", and no apostrophe

There seems to be a conspiracy afoot to change the name of our group. I wrote about this in issue 020, but I guess I just didn't get the point across. When I named our group, I decided to use the word Register instead of Registry. I looked up the two words in the dictionary, and from what I could tell, they both mean the same thing. I chose Register because it sounded less snobbish to me.

In the ensuing years, almost everyone seems to insist on referring to us as the 56J Registry. I get letters, email, and oral communications all calling us Registry. The problem just won't go away.

I placed an ad in *Turning Wheels*, and although I checked my ad carefully, the ad came out as the 1956 Studebaker Golden Hawk Owners Registry. The ad was corrected, but then a new wrinkle was added. The next time the ad appeared, there was an apostrophe in the word, Owners (Owner's.) Eventually, it was corrected.

I sponsored a trophy at last year's SDC International Meet on behalf of our Register. To save space in the meet program, I omitted the "19" from the year, and the word Studebaker from our name. Everyone knows that a Golden Hawk is a Studebaker. I signed up as the *56 Golden Hawk Owners Register*. In parentheses, I put the words (not RegistRY).

A tripod and board in the lobby of the host hotel listed the trophy sponsors, and sure enough, there was the name, 56 Golden Hawk Owners Registry. The meet handbook listed the trophy sponsors again, and this time they used the word Register. However, they put an apostrophe in the word, Owners (Owner's.)

Last August, I submitted our web information to a web site that listed links to other sites. When I checked, the name contained both the apostrophe in Owner's, and the word registry instead of register.

Last February, I sponsored a trophy for the upcoming SDC meet in Spokane. I stumbled upon the meet web site where they listed us as a sponsor. They too used the word registry, instead of register.

I wonder, if I told people to use the word registry in our name, would they substitute register for it? That makes no sense at all, so it just might work!

I suppose it would be easier to just change our name, but I'm not giving in that easily. I've spent most of my life swimming against the current anyway, and I'm in no mood to change now! I'm going to carry on my crusade.

Just as Fred K. Fox cringes whenever someone misuses Starlite for Starlight, I will insist on the name, Register, with the same spirit. Some day, hopefully during my lifetime, everyone will know us by our correct name.

MAIL BONDING

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

(Edited as required.)



DAN CYR Feb 2, 2005

I found these old pictures of my first 1956 Golden Hawk and thought you might enjoy them. I don't know about that strange dude though.

(NOTE: Dan sent two other pictures, but this one just begged to be included here.)



JIM BELLA Feb 1 2005

- 1.) WOW!!! #680001 that was a great find!!!
- 2.) Thanks for the note that 56J ONLY #050 is now available electronically. Being able to print out a copy right here works very well for me.
- 3.) Last week I was up checking on the 56J Tangerine/White that JB Automotive is having restored. They thought it would be ready to go into the paint booth in a week ...maybe two.
- 4.) That same body shop will be doing mine in mid-March as best they can tell at this time. I figured after doing JB Automotive's two 56J's back-to-back they will have sufficient practice to do mine! On mine, they will be doing some minor sheet metal work, some fitting of panels, but mostly priming and block sanding as I plan to shoot the color paint myself. That shop's primary work is collision damage, and do the classic restorations in between crash jobs. I'm hoping the rest of winter around South Bend will be very mild so the shop doesn't fill up like it tends to do after getting hit with snow & ice storms.

JACK VINES March 7 2005

A 1956 Studebaker Power Hawk 259" 2-bbl engine, complete with flywheel, clutch, pressure plate, throwout bearing, bellhousing, starter, generator, air cleaner, ready to run, weighs 690# on a hoist scale.

A 1956 Packard Golden Hawk 352" 4-bbl engine, complete with flex plate, starter, generator, air cleaner, power steering pump and transmission heat exchanger weighs 710# on the same hoist scale.

Take off the Packard power steering pump and the engine weights are damn near the same. Add a flywheel, clutch and bell housing to the Packard and it goes up about 50#. I can weigh the complete manual transmission package if someone else can give us the weight for an Ultramatic and torque converter.

Thanks for each 56J ONLY issue. I enjoy reading about 1956 J Studebakers and the information provided.

Silver mylar is again available from SMS Auto Fabrics in Portland OR, as you said in the last issue. A word of caution, when ordering silver mylar. Specify good backing or regular backing, they have two kinds of materials, one with good backing material and another with ordinary backing material.

I ordered 2 yards and received one of each type of backing material. Wouldn't you know it! My upholsterer put the ordinary backing on my Studebaker door panels and back interior. I still have the good yard of silver mylar for future upholstery job. I purchased my 56J Studebaker when the odometer read 02850. Now it has 15010. Must be 115010. I purchased it in July 1976, abandoned, for 200 bucks.

JOE HALL Mon, 2 May 2005

56Js in Kentucky



Thought you'd like to see a picture of a gathering of 56Js, taken at Rob & Veronica Kavorkian's house last Saturday near Louisville, KY.

The doeskin/mocha belongs to my Brother-In-Law, JD Nutgrass; the late paint scheme green/white is my brother Bob's; the early style green/white one is Veronica Kavorkian's, and the gold one' is mine.



HERE WE GROW AGAIN

Since the newsletter is now posted on the web site, we will no longer print addresses and phone numbers. If you move, please remember me when you send your change of address forms.

- 443 Terry Elswick SN 6800370 Elkridge MD
- 444 Bryan Kinrade SN 6800119 Winnipeg Manitoba
- 445 Rich Metrogran SN 6031561 Conneaut Lake PA
- 446 John Krauser SN 6800477 Vestavia Hills AL

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.

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

Wanted: 1956 Studebaker Golden Hawk starter Auto-Lite MDF-6008 for Packard 352 V8. NOS or rebuilt. Call Philippe 847-295-5185 or email philippe.hans@alberthans.com. (05-2005)

For sale: Packard engine bearings on sale: (3) sets of mains-standard \$75 ea, (2) sets of rods-standard \$75, (1) set of rods .01 \$75, (1) set of rods .02 \$75. (2) McChord (OH 6377) complete engine rebuild gasket sets \$75 ea, nos set intake valves mfg. by RMC \$100. New Ultramatic front seals \$10, nos Ultramatic torque converter p/n 6489485 \$450. Many other nos and used 56J parts available at reasonable prices. Brent Hagen, 6220 SE 55th Ave, Portland OR 97206-6800, phone 503-771-0604. ghawk352@effectnet.com (04/2005)

For sale: 1956 Studebaker Golden Hawk, \$23,000, exceptional condition, all original, 57,000 miles, call Bob 678 488 8884 (Atlanta, GA) or email dickhaus@aol.com (04-2005)

Wanted: Recently rebuilt Packard 352. Deborah Shipione, 520-735-0155, scipio333@yahoo.com

For sale: Have 56J parts for sale. Distributors, intake manifolds and water pumps w/ correct casting dates, carbs, hydrovac units and power steering pumps. A few other Studebaker parts available also. These are good used parts saved from my grandfather's Studebaker dealership in Fairport N.Y. Contact me, Timothy Richards, with requests at richardt@bloomington.in.gov (03-2005)

For sale: Due to the arthritis in my hands getting worse I will not be able to complete the restoration of '56J K 7 284. I collected Hawks for 25 yrs and saved the best pieces for this restoration. Car was SnowCap Green & white as were the two other cars that I bought and disassembled for parts. All pieces are there. All sheet metal and the body and chassis has been sand blasted and primed. Most sheet metal items there are two of and all are good. Motor is rebuilt and the original motor to #284. She is an automatic (believe rebuilt as had dealer tag stated such when I bought out a Stude dealership). Have 2 power brake units and car was not power steering. Body is on rolling chassis and only rust thru was trunk corners. (Classic Ent patch panels go with car). Decent interior pieces for excellent patterns are included. Some items there are three of, IE. radios, rear fins, trunk lids, front suspensions front fender sets, Nice original white steering wheel. Would consider as a partial trade a nice running Stude pick up. \$6500. Would require a couple pick up trucks and a car trailer to haul all that there is here for #284. I hate to end this project but my doctor advises that I should! Contact: emontgomery@lairdplastics.com (03-2005)

Wanted: "Packard" grill crest (emblem) # 391375. Fits 1948-1950 models W/fasteners. Also part No. 29326P (bullet) ornament, radiator grill panel for 1951 Studebaker. Also # 293310 ring radiator panel ornament, prime, for same W/fasteners. NOS, excellent please, to match quality of parts I now have. Don Girvan, 273 Shediac Rd., Moncton N.B. Canada E1A 2S5. (02/2005)

For sale: New 374 CID Packard V-8 engine, still in the original factory crate. Dave Newton, 270-442-7988 (days) (12/2004)

Wanted: Looking to find lower aluminum molding for drivers side rear fender for 56-J. Does not have to be nos, just no pitting or deep gouges please. Hope you can help. I need this one piece to complete a set. Jim Kranak jimjim8@yahoo.com Ph. 304-723-5253 (11-2004)

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)

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. ghawk352@effectnet.com (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)

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: 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 R6Stude12@msn.com (10-2002)

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




1956 Golden Hawk 1:72 scale model die-cast. Pick from any of the standard 1956 colors. \$70.00 + \$5.00 S/H. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (04/2004)

www.shrockbrothers.com/72nd_scale.html

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

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RAY MARTIN FINISHES THE RESTORATION OF HIS 1956 GOLDEN HAWK.

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JACK VINES WEIGHED A STUDEBAKER V-8 AND GIVES THE FINDINGS..

RUBEN MARES HAS SOME INFORMATION ON SILVER MYLAR FROM SMS IN PORTLAND.

JOE HALL SENDS PICTURES OF A 1956 GOLDEN HAWK GATHERING IN KENTUCKY.

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