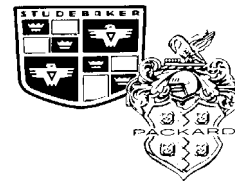




56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com

NUMBER 055

ESTABLISHED JANUARY 1, 1989

SEPTEMBER 2006

THE GENER-NATOR

From Don Allen

Hello, I'm Don Allen. I am the developer and manufacturer of the Gener-Nator™. I have been in the starter, alternator and generator field for 41 years and I specialize in custom remanufacturing and change over design.

The decision to develop the Gener-Nator™ stemmed from my experience with the increased failure rate of the generator and external voltage regulator when saddled with the demands of more modern automotive electrical applications, or even the original system it was designed for.

Additionally I had many requests from street rodders and purists for more power from the generating system, without having to mount an alternator and take away that nostalgic look. The Gener-Nator is available with different capabilities. 12 Volts-60 AMPS./ 6 Volts - 50 AMPS./ or even 8 Volts - 55 AMPS. Also as Negative or Positive ground, all versions are capable of providing at least 30 AMPS, at idle and over all 2-3 times more power than the original generator. It also enables the addition of accessories such as Stereo, Lights, Fans, AC, etc. It maintains a steady and constant volt level so you don't get the dreaded dim headlights at idle as you do with conventional generators. Because the Gener-Nator™ has a built-in electronic voltage regulator, it eliminates the problems associated with OE type coil operated external voltage regulators.

The Gener-Nator™ looks and mounts the same as the original Generator so there is no need for any bracket changes.

Having a Gener-Nator™ attached to your engine is like the cherry on the sundae or the bow on the present, because it's the perfect way to blend the classic look with new age capabilities, without changing the original appearance, which adding a conventional alternator would definitely do.

Thus the Gener-Nator™ was born, a simple one step application to replace the Generator system with an all Alternator type system, capable of meeting the high demands of today's electrical components.

Product Information

The Gener-Nator is created by taking the field case housing from the original generator and removing all the internal and external parts. Then the Alternator Sub-Component Assembly is installed into the case shell.

The Alternator Sub-Component Assembly main parts are a Rotor, Stator, Rectifier, and Electronic Voltage Regulator. When fully installed inside the original Generator case it takes on the appearance of an original Generator. Actually it is a fully operational Alternator that is fit in such a way to be of precise tolerances and assembled in a truly concentric method to allow a smooth and reliable charging performance at any RPM.

All Gener-Nators are assembled with brand new high quality parts and stainless steel hardware. The Gener-Nator outward measurements are all of original equipment (OE) standards thus allowing the complete assembly to be mounted on the original brackets designed for the original generator.

New operational circuits for the Gener-Nator can utilize the original existing wires with a little change in the hookup. So it becomes a very easy changeover.

The premium features of the Gener-Nator™ are that it will maintain and keep the battery in a fully charged state, provide the power you need (even at idle) for all your accessories as well as the ones you add on, control the voltage for optimum performance and allow you to enjoy your driving experience in the manner that you deserve.

Each Gener-Nator™ is assembled on an individual basis under strict guidelines and double tested before being sent to each customer.



The Gener-Nator™ is NOT an alternator machined down and then stuffed inside a generator case. It is, however, a very sophisticated piece of electrical artwork designed especially for the discerning motorist who wants to keep the class in their classic ride.

There is a definite pride of ownership with the Gener-Nator because of it's Quality, Performance and Style.

Best of all when you look under the hood you see a generator not an alternator.

Orders-

The Gener-Nator™ is available on an exchange basis , and in some cases may be purchased "Outright" (without a core exchange).

For the customer who is a purist at heart, the original ID tag will be mounted on the Gener-Nator™ (taken from the old generator) at no additional cost. If you wish, a new ID tag can be attached (with your original #s imprinted for an additional \$ 15.00) Note: For Delco only.

Cores that have stripped out adjusting holes are not a problem. New threads will be installed at no additional cost.

If the frames on the core are damaged or broken, in many cases they can be replaced at an additional cost that will not exceed the full cost of the core itself. Core costs are regulated by each core on an individual basis.

Any generator that is a short case Delco style (6 1/8" case or between mounting ears) design must have minimum one inch clearance space from the rear of the generator in order to accept the new Gener-Nator™ style, if so mount package will be included.

The Gener-Nator™ comes in a stock Semi Gloss Black color for steel. Aluminum frames will not be painted unless customer requests them to be painted. We also have a host of other heat resistant color finishes for you to choose from free of charge. For an additional cost (\$100.00 in most cases) we will powder coat your Gener-Nator™ .

The Gener-Nator™ is precision made with the closest tolerances possible. The internal components are made from billet aluminum and high grade steel with precise machining done on a CNC.

If you want your Gener-Nator™ Powder Coated, please discuss this at the time you place your order.

Shipping charges are based on actual cost for method of shipping selected at the time of your order.

New mounting hardware is often included.

The Gener-Nator™ has been field tested under methods that far exceed the normal demands of the automobile in the most extreme hot or cold conditions. We are confident that the Gener-Nator™ will provide you with many years and many miles of trouble free operation.

We provide you with a 3 Year Parts and Labor Warranty with every Gener-Nator™ sold.

Pricing-autolite-

(does not include pump or tach drive)

Most Autolite Gener-Nators are on an exchange basis only. Some may be purchased OUTRIGHT (without a core exchange) for an additional cost.

All press on pulley types will be replaced with bolt on type pulleys. 12v. Negative ground with Gen. Lite or Ign. Wire \$795.00 exchange.

Here at Gener-Nator™ our motto is "Happiness is an engine that starts ".

NOTE: I wrote to Don sending pictures of the generator on our cars. He sent the following: "On quite a few larger than 3 inch diameter pulley types I will opt for a smaller pulley for a better power curve and in the case of the one in the pictures you sent it would have a finished look of the later style which is not a full flat face.

PS: I'm sending along a couple of pictures, the one with the cover-band is from a 51 and the powder blue one is from a 58."



1951



1958

Pat & Karen Doherty's Star Hemmings Classic Car cover



The August issue of Hemmings Classic Car magazine featured Studebaker models with 26 pages devoted to the various postwar models. Gracing the cover, was Pat and Karen's 1956 Golden Hawk. The article, written by Jim Donnelly, was very well done, and the Doherty's car looked terrific. It served as a great ambassador for Studebaker, the 1956 Golden Hawk, and our Register.

The article stated that this car was built in Los Angeles, but both Lu and Bob Palma notified me that ths was not

the case. It is a South Bend Golden Hawk, and was sold new through the Palma-Rhoads dealership in Paris IL.

There were several photos showing stages of the restoration, and the author even mentioned our web site. I spoke to the author a day or two before his deadline, and he made reference to our group. The only glaring errors, at least to me, was his using the word Registry in place of Register. He also left out the word, "owners", but that's about all.

To his credit, Jim never mentioned the front end weight misconception that has appeared in almost every story on the 1956 Golden Hawk. Maybe we are starting to make some headway.

Congratulations to Pat & Karen.

Other Comments:

Hi Karen: I know this is a long time coming but ... your '56 is not only in the new issue of Hemmings Classic Car ... it's on the cover! Thanks for providing such a great car for me to shoot.

Jeff Koch West Coast Associate Editor
Hemmings Motor News

The Archives of Advertising

Studebaker High Performance

The Archives of Advertising is a series of CD-ROMs documenting the advertising of products and services in various areas of interest. Each CD-ROM contains a "browsable" collection of fifty to over 300 ads scanned from original magazines and newspapers. The ads are searchable by year and model of product. They are viewed in a slide show format with a zoom function allowing a high-resolution view of each ad. Each month, several new titles are added to the series in aviation, automotive, railroad, nautical, entertainment, fashion and other areas.

I received a package on September 14, 2006 from Bill McBride. Inside was a letter from Bill, and a CD. Bill has written columns for Old Cars Weekly and Car Exchange, and wrote about analyzing auto ads from the standpoints of both copywriting and art direction.

Before reading Bill's letter, my reaction was one of confusion. Why send a CD, with a 1958 Golden Hawk on the sleeve, to some interested in 1956 Golden Hawks? Once I read the letter, things cleared up considerably.

The CD is one of over 120 offered, and this one focuses on Studebaker advertising during the years of 1955 through 1964. It is geared toward Studebaker's lesser known performance ventures and features the Speedster, Hawk, and Avanti models. It is quite interesting, and

contains some ads that I haven't seen before. There are quite a few on the 1956 Hawks, and the other models are well covered.

Some of the images didn't copy very well, although all are discernable. The black & white images have more of a pattern quality to them, while the color copies seem to have reproduced quite well. The CD is easy to use, and delivers a wealth of advertising history. I'm not sure what the price per CD is, but it might be cheaper than buying copies of the actual ads.



If you would like more information on this project, you can contact:

The Archives of Advertising
An Imprint of McBride/Publisher
56 Arbor Street
Hartford CT 06106.

The phone number is 860-523-1622 and you can reach them on the web at www.archivesofadvertising.com

Putting on the Brakes

Classic Tube Stainless brake and fuel lines From Brent Hagen

I recently received the last of my stainless steel pre-bent brake and fuel lines from Classic Tube. Their web site is www.classictube.com their phone # is 1-800-882-3711. They are located in Lancaster, NY.

I am very pleased with their workmanship and turn-a-round time. These tubes are for my dual-Rochester carb'd 56J. The fuel line set-up is the same as found on a 1956 Packard Caribbean which they had already listed on their web site. Two of the lines were incorrect, probably from a bad sample that a previous customer had given them. I had NOS samples

of these lines and sent them in to be duplicated in stainless.

They now have the correct factory lines in their computer for making the lines by CNC. They also have the information for making the two fuel lines from the gas tank up to the rubber flex line that goes to the fuel pump inlet. These two lines are the same for a 56J with dual Rochester Q-Jets or the single Carter WCFB. If someone wants stainless lines for a 56J with the single Carter WCFB set up they will need to submit their old fuel pump outlet to the fuel filter fuel line so Classic Tube can put it in their computer.

The brake lines were real tricky. I am converting my car from manual brakes to power brakes with the Hydrovac. My car is the 3spd with overdrive and hill holder. There are a total of nine different solid brake lines for this set up. I was able to come up with samples of six of them. Three of them had to be manufactured from drawings I submitted. They were reluctant to do this without real samples, but where are you going to find them?

I was careful to give them the individual Studebaker part #'s with each line I sent them, so hopefully this will help if someone wants them to make up brake lines for 56J's with Ultramatic and power brakes or non-power brakes. Four of the brake lines are common to all 56J's. These include the front two brake lines that extend from both front wheel brake flex lines to the junction block on the front left side of the inner frame and the two rear brake lines which extend from the left and right rear brake wheel cylinders, along the rear axle, to the "T" where the rubber flex line connects.

For the flexible lines, I had stainless/Teflon lines made up to replace the original rubber lines.

All the lines came in a long box and were taped together. The longest brake line and the longest fuel line came with factory shipping bends in them. They provided instructions on how to remove these.

One other item, I checked around and found Hagen's Hi-way Auto Parts, Inc. to be the the least expensive place for stainless steel sleeving of brake master cylinders and wheel cylinders. They also offered me the fastest turn-a-round time. Their web site is www.hapinc.com they are located in Puyallup, WA and their phone # is 253-845-7020. I am very satisfied with their quality craftsmanship.

Mysterious Cowl Tag Part 3

What happened to W G Knecht?

Richard Quinn provided the answer to the cowl tag



question, explaining that Walter G. Knecht worked in the engineering department at Studebaker. I wondered what happened to Mr. Knecht, and the possibility of getting in touch with anyone from his family. I found that Indiana State University provided a research service, through their library. I sent my query to the library, and two days later, received the following:

Dear Mr. Ambrogio,

In checking the online Social Security Death Index we found a listing for a Walter Knecht, born 25 April 1897, died April 1982. His last residence was in South Bend, St. Joseph County, Indiana.

In checking the "South Bend Tribune" newspaper we found an obituary for Walter G. Knecht, April 11 (Sunday), page 32. According to this he was 85, of 53570 Olive Road, and died (Saturday) at Memorial Hospital after an extended illness. He retired in 1960 as director of quality control at Studebaker Corp. where he worked for 42 years.

He was born April 25, 1897 in St. Peter, Il. and had lived in South Bend since 1920. He was married July 6, 1920 in Chicago to Frieda Rinkel who survived him. The other named survivor is a sister, Mrs. Laura Cinnater of New Orleans. Services were on Tuesday at the Welsheimer Funeral Home with Rev. Gary L. Forbes, D.M., pastor of the First United Methodist Church of South Bend, officiating. Mr. Knecht was buried in St. Joseph Valley Memorial Park.

*Sincerely,
Diane Sharp Senior Subject Specialist
Genealogy Division Indiana State Library*

I think I have taken the issue of the mysterious cowl tag about as far as I can go with it. Again, my thanks to *Turning Wheels* Almanac Editor Richard Quinn for providing the answer to this question that has baffled me, and many others, for over twenty years.

Mail Bonding

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



Lenard L Miller July 26, 2006

Thanks for sending the 56J newsletter. I always enjoy reading it. I've included my email address so you can send future issues via the Internet.

I have taken the liberty of enclosing our business cards for S&L Classics. We restore cars for all parts of the country. We restored a convertible for a gentleman from Southwest Florida a couple of years ago. We also build street rods to the customer's specifications.

I have shown my 56J several times and it is always a winner. It is interesting, sometimes the comments I get. A lot of the younger people are fascinated by it as most of them have never seen one before. My 56J is not totally original as I painted it a color I like, and the interior is different also. Mechanically, it is 100% original.



P.S. Our web site is slclassics.com

Brent Hagen **July 29, 2006**
Subject: Jet Steak (56J Dual Quad set up)

I recently had the opportunity to stop by South Bend, IN with my son, Mark on our recent trip cross country to Raleigh, NC where Mark is attending NC State.

In South Bend I made arrangements for my son and I to visit Andy Petrass. Andy is very knowledgeable in Studebaker performance engines. I also found out that Andy has done volunteer work with the Studebaker Museum in the archives and has spent much time doing research.

Andy mentioned to me about the Studebaker "Jet Streak". It was a kit that Studebaker had considered offering to 56J owners back in 1956. The kit and all the parts were even assigned part numbers! I do not know why it was never offered. Here is what Andy has to say about it:

"I believe that what you're inquiring about is the Jet Streak kit, part number 1541800. It was for the 56J and included the twin 4 bbl set up from the Caribbean, Isky solid lifter cam and kit, a different distributor and various and sundry other pieces. It WAS released for production but was never actually made available for sale. It was intended as an over the counter item and not factory installed." Andy is going to make a copy of the kit contents for me. When I receive it I will send you a copy.

After Mark and I left South Bend we made another stop at Studebaker International in Greenfield. One of my purposes in stopping there was to talk to Ed Reynolds first hand about the picture he has from his Studebaker Hawks book, of his dad and someone else from the engineering plant looking over a picture of a 56J with the

Caribbean dual quad set up. I believe this was the Jet Streak kit being evaluated.

I am aware you have that picture from Richard Quinnn also and I have never been able to determine which 56J that Jet Steak set up was installed in. Unfortunately Ed Reynolds did not have any information on the picture and did not remember his dad mentioning it. Ed did verify that Studebaker assigned a part number to all prototypes and to every component used in them as well!

If I run across any more information, including the Jet Streak info. from Andy, I will be sure to forward it on to you. Oh, I pretty much have the dual 4 set up in my car finished.

The last thing I have left is waiting for Classic Tube to make me up a stainless steel vacuum advance line. My oil pressure and return lines from the oil filter canister are also stainless and are listed in Classic Tubes catalog and on-line catalog as being for Packards, as well as 56J's

Lee McCullough **September 15, 2006**

Yes, the number 143, I gave you did come from the plate on the firewall, passenger side. In fact, I photographed it. However, I didn't check the driver's side door jamb. As the vehicle is at a friend's farm 50 miles from where I live, I will have to make another trip there to get that number.

Worse, I put the car there in 1989 and a small bush has grown up next to the driver's door, so I either need to try and move it (all four tires are flat) or chainsaw down that bush. The chainsaw option would be easier, but I don't own a chainsaw. I'll try to get a friend to help me sometime. In any case, when I get the number, I'll send it along.

I am so glad someone is trying to track down the last of the Golden Hawks. And I've already learned a couple of things from you that I never knew, and I thought I knew a lot about Studebaker and especially Golden Hawks. I did not know, however, that Studebaker had an assembly plant in Los Angeles. I always assumed that all the Hawks were built in South Bend, until the company moved to Hamilton.

About my car, your description is accurate except for one point. The windows are not tinted. Or if they are, it sure is a light tint because I've never detected it. One other feature of this particular car is that it had (it's broken) a large dial located near the left outside air vent door that was used to raise and lower the radio antenna. I'd think that would be a pretty dangerous thing to use, especially when you're talking on your cell phone.

I'm at work now so I have to close, but I will be stay in touch. I'm delighted to find your group. Us Golden Hawk owners have always been kind of an orphaned group, what with straddling the fence between Studebaker and Packard.

Finally, after all these years I put radials on the Hawk yesterday. Took it for a spin this morning, what a difference. But, I will miss the old "Silvertown" name on the side.

I got this set of tires from Diamond Back Classic Radials, Conway, S.C. They are actually Cooper SE tires. Apparently they put the sidewall (3") on at Diamond Back. { 215/75R15, 27.7 Height, 6.2in tread width, more rubber on the road.}

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.

467 Kurt Miller Mulvane KS	SN 6800100
468 Oscar J Williams JR Gretna VA	SN 6033103
469 Carine Y van't Verlaat Dalem Netherlands	SN 6032047
470 Wade Eagleton Bakersfield CA	SN 6032133
471 Arnold & Wilma Hummel Akron IA	SN 6032757
472 Kenneth Kidwell Deltaville VA	SN 6030799
473 Jim Schroeder Mission TX	SN 6033024
474 Stephen A Noia San Jose CA	SN 6800525
475 Lee McCullough Austin TX	SN 6800016

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.

Special Note on Omaha

Sorry I wasn't able to set up a dinner for us this time. No matter where I checked, there were obstacles. Some of us did gather in the registration room. I hope we can get together next year in South Bend.

Special "56J ONLY" Items

56JONLY MESSAGE GROUP

This group was started by owner Scott Reid in July, 2002. It is a vehicle for owners and fans to exchange ideas. It is not officially a part of the 1956 Studebaker Golden Hawk Owners Register, but it certainly adds another dimension to our group. Just go to our web site and click on 56JONLY Message Group, and follow the instructions to sign in or join.

NOTICE: *I rarely visit the group. If you want to contact me, or to include something in the newsletter, you must send it to me directly. You can do so through the 56SGHOR web site. NEVER write to me at the Yahoo email address.*

56J ONLY, ELECTRONIC VERSION

The "E" version of the newsletter is in color, and undamaged in transit. If you would like to receive the newsletter electronically, and save me a buck, just let me know and send your Email address. I will send you a notice whenever the latest version is posted on the web site. You can read it, download it, and/or print it at your leisure.

Anyone with an Email address on file with me, will automatically received the newsletter electronically. Please let me know if you prefer to receive it through the post office.

Wheel Estate

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

For sale: I have 1956 Golden Hawk with a ground up restoration started. The chassis has been stripped and completely restored the body has been completely restored and painted. It had very little rust but all was repaired before painted. This was originally an Arizona car. It has less than 70000 miles, needs to be completed. I have the original 352 Packard engine with an automatic trans. Power steering and brakes. The interior is missing except the seats and dash which need to be repaired. Most of the chrome has been replaced or rechromed and the front and rear bumpers do need to be repaired. I do have many extra parts such as extra front and rear glass and many extra handles and chrome parts. I seek 14,000 for the car it is located close to Nashville Tennessee. Thanks, Billy Stallings 615-481-6941 thespaguy@thespaguyinc.com I do have pictures if desired. (09-2005)

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)

- - - - -

For sale: I have a couple of sets of new steel Ultramatic Transmission cooling lines for sale, \$75/set. Special purchase, NOS 56J brass 160 degree thermostats, Autostat by Robert Shaw, \$6ea-add \$2 shipping. I have many other nos and good used 56J parts including a few nos ash trays. Please inquire. Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com (09/2006)

For sale: Just found a stash of 1998 manufacture NOS Packard V8 hydraulic valve lifters. These were made by Johnson, a major OEM supplier, before they went out of business. To get enough for my use, I had to buy two cases, 234 units. Will sell them to my '56J friends for \$9.00 each. For comparison, most major Packard suppliers are asking \$14-16 each. Send cashier's check, money order or PayPal to Jack Vines, 3227 E. 28th Avenue, Spokane, WA 99223 PackardV8@comcast.net Packard V8 Limited. 509-535-8610. (06-2006)

For sale: Parts for sale. 1956 STUDEBAKER Golden Hawk - parts for sale - Good doors, fenders, etc. - in good condition - Barry Hackney. Houston, TX, 77073, USA, phone; 281 787-6230, Email: bhackney@houston.rr.com 03/06

For sale: TH400 transmission with the Jack Nordstrom adapter, rebuilt and modified, ready to go into a 1956 Golden Hawk. \$1200.00 plus freight from Sacramento CA. Bill Carlson 2801 Leavenworth St, San Francisco CA 94133, phone 415-407-8174. (02-2006)

For sale: NOS and used 56J parts. 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 (06/2005)

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)

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 jimmijim8@yahoo.com Ph. 304-723-5253 (11-2004)

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: 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)

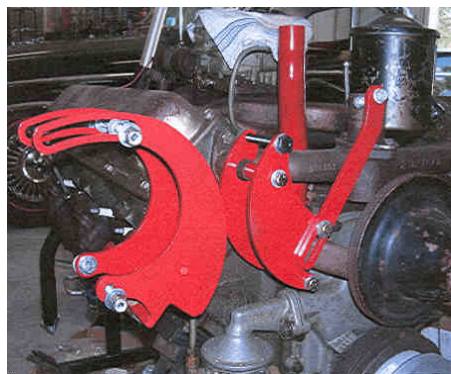
For sale: solid 56J body, doors, rear fenders, all trim, tail light lens-perfect. One set of NOS side grills, Good hood, excellent trunk, stainless trim, glass, tachometer, sending unit, clock, dash face plate, glove box door, 4 barrel carb, 3 spd overdrive trans, bell housing, clutch, pressure plate, 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

1956 Golden Hawk Services



compressor. Modern, dependable serviceable equipment

W a n t
dependable **air
conditioning**
for your 1955-56 V-
8 Packard
engine in
whichever car it
is in? You will
need the third
puller and bolt
for the
crankshaft to
drive the

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.. Jack Nordstrom, 3023 Pine Valley Dr., New Braunfels TX 78130, phone 800-775-7077. (04/2006)

Ultra One Rust Remover: Non Acid Product. No fumes, no gloves required, reusable product, cleans up with water, biodegradable, easy to use. Does not affect rubber, gaskets, seals, decals or stickers, plastics, most paints. **DISSOLVES RUST ONLY**
WWW.WEREMOVERUST.COM Code RCS15
 For a brochure call 847-464-5119 or write to Roscoe Stelford 15N119 Reinking Rd Hampshire IL 60140 or stelfordsinc@aol.com (12/2005)

Ranco Heater Valve Repair. Your heater valve/s repaired or will send you a rebuilt one. I must have your old rebuildable core. It must be the same type you are ordering because I do not have a lot of cores. If you not have a valve and there is a \$50.00 core charge. These valves are very hard to find. Valve or rebuild - \$65.00 Price includes return postage. Downeast Studebaker, 314 Rosewood Rd. Goldsboro, NC 27530 919-734-7755
 e-mail: sanjim76@earthlink.net (02/2005)



Exhaust extension PN AC-2754 Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and prevents gasses from marring car finish. \$65.00 ea. ALSO



1-104 Oil Filter Decal \$6.00 ea. 1-083 Valve Cover Decal (2 required) \$6.00 ea. All items plus 10% shipping. Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, Website: www.studebaker-intl.com
 Email: info@studebaker-intl.com (08-2004)
(Prices subject to change)



Recast Steering Wheel PN 1540647, white, 17", just like the original, includes the four rings around the ribbed area. \$575.00 + \$25.00 S/H. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (04/2004)
 www.shrockbrothers.com/steering_wheels.html

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

Ultramatic Transmission Shift Indicator. Die-cast Metal, with a clear casting, and indented letters pre-painted from the rear. Bill Glass, 18 Lorenz Dr, Valhalla NY 10595. 914-761-5788 or BondoBill1@aol.com (02-2004)



\$40.00 + S/H



Reproduction trunk escutcheon for 1956 C-K cars, \$75.00. Myer's Studebaker Parts 130 Main St, PO Box 276, Duncan Falls OH 43734. Phone 740-674-4897, FAX 740-674-7170, Email spookys@1st.net or Visit our web site at www.myersstudebaker.com (03/2004)

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, Tel 800-775-7077.



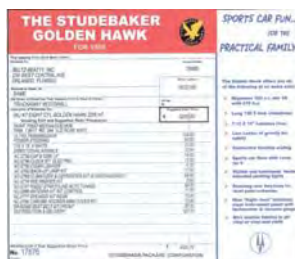
1956 Sky Hawk and Golden Hawk headliner trim bows. One set consisting of 3 pieces with ends tapered. \$110.00 per set (includes shipping). Myron McDonald, 417-678-4466 or 417-678-2631, email pmeyer@hdnet.k12.mo.us

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 503-365-3296 Email mocha56j@comcast.net (01/00).

Rebuilt Packard water pumps for sale \$95, 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

Reproduction Tail Light Lenses 1956 C-K part# 1312694, \$49.00 ea. Chuck & Chris Collins, 2410 W Freeway Lane, Phoenix AZ 85021, 602-995-5311, FAX 419-858-5900, Email chuck@studebakerparts.com. On the web at :www.studebakerparts.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 Just 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/phil.htm

HIGH PERFORMANCE Reproduction Parts & Accessories. Lionel Stone Studebaker, 4476 Matilija Avenue, Sherman Oaks CA 91423, 818-990-8916 phone/fax. 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, engine, transmission. 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. www.studebakervendors.com/silverto.htm

SLICK STREET STUFF for rods and customs. Control arms, ball joints, rack & pinion, tie rod ends, spindles, rack mount, sway bar w/brackets and bolts. Rene & Bonita Harger, Slick Street Stuff, 311 E. Anderson Ave., Knoxville TN 37917, 865-525-6025. www.studebakervendors.com/slickstreet.htm

56J Club Items

ALL PROCEEDS HELP MAINTAIN THE REGISTER
Items can be ordered on-line

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG. 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins (add \$15.00 foreign S/H).



\$38.00

1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE. Documents most of the quirks with 30 color photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$13.00 foreign S/H)



\$22.00

1956 STUDEBAKER MANUALS ON CD
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).



\$11.00

56J ONLY NEWSLETTERS ON CD

All the back issues, up to the current one, in PDF format, viewable with Adobe® Acrobat® Reader (included).



\$11.00

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).



\$11.00

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

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



OIL FILLER CAP, blue/buff \$ 3.00.
OIL BATH, yellow/black \$ 4.00.
SEAT BELT, red/black/white (need 2) ea. \$ 3.00.
GENERATOR FIELD TERMINAL TAG, red \$ 1.50.
TACHOMETER SENDING UNIT TAG, red \$ 3.00.
CLUB ROSTERS (send SASE, owners only)
All items are available on-line at the 56J Store

Make checks payable to Frank Ambrogio.

In this Issue

- **THE GENER-NATOR** A WAY TO CONVERT TO AN ALTERNATOR WITH THE LOOK OF A GENERATOR.
- **PAT & KAREN DOHERTY'S** 1956 GOLDEN HAWK WAS ON THE COVER OF HEMMINGS CLASSIC CAR.
- **STUDEBAKER HIGH PERFORMANCE** IS A NEW CD FROM THE ARCHIVES OF ADVERTISING.
- **BRENT HAGEN** REPORTS ON HIS DEALINGS WITH CLASSIC TUBE FOR NEW BRAKE LINES.
- **INDIANA STATE UNIVERSITY** PROVIDES MORE INFORMATION ON THE COWL TAG'S W G KNECHT.
- **LEONARD L MILLER** GIVES SOME INFORMATION ON HIS CAR AND HIS RESTORATION BUSSINESS.
- **BRENT HAGEN** OFFERS SOME INFORMATION ON THE 1956 GOLDEN HAWK JET STREAK ENGINE.
- **LEE MCCULLOUGH** WRITES ABOUT HIS 1956 GOLDEN HAWK THAT HE'S OWNED SINCE 1968.
- **BOB EDWARDS** HAS MADE THE SWITCH TO RADIAL TIRES, AFTER ALMOST THIRTY YEARS.



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

PLACE
STAMP
HERE

MAIL TO:

