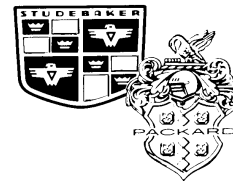




56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com

NUMBER 057

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JUNE 2007

Dinner in South Bend

Wednesday at 5:00 PM, Again at the State Café

The 56J dinner is set for 5:00 PM on Wednesday, June 20 at the State Café & Catering in South Bend. I won't be arriving till Tuesday afternoon, so Jim Bella has graciously agreed to post the sign up sheet (or sheets) for me. I have already made the arrangements with the restaurant owner, Brenda Markin, so all I need to tell her is the number of people coming. This is the same restaurant which we used in 2002, only Brenda has moved the café to a new location. The new address is:

The State Café & Catering

117 E. Wayne St., South Bend

(574) 234-5855 www.thestatecafe.com

Located just slightly north of the corner of Michigan and Jefferson.

The restaurant is not normally open for dinner, so we will have the place to ourselves. Anyone wishing to arrive early, can join in on the tire kicking out front. Brenda may allow us to enter early, but I'm not sure about that.

If you think you will be attending the dinner, let me know and I'll put your name on the list ahead of time. Then you won't have to look for it at the meet.

K V Smith Answers OCW

*Old Cars Weekly letter gets a reply
From K V Smith*

(Note: K V sent me a letter he had written to Old Cars Weekly. Since I no longer subscribe to that publication, I wasn't aware of the situation. I asked K V for a little background, and he sent the following:)

Basically, a fellow wrote a letter to the editor saying that he was in the Air Force at a base in 1953 and 1954 and there was a guy there with a stick shift Olds that would outrun anything. A new airman showed up with a Golden Hawk (didn't say what year). I quote the letter: "We couldn't believe that it was never a race, as the Olds retained its proud honor of the fastest car on the base! We actually felt bad for the owner of the Hawk, as it was quite embarrassing to get beat by the 3 year old Oldsmobile."

If the GH was a '58 and the Olds could have been a '55 and it only had 324 CID rated at 202 horsepower. If the GH was a '56 then the Olds was a '53 with 324 CID and 165 horsepower ('54 had 185 hp). That's why I wrote the letter. Our '58 J-2, 371 CID and 312 horsepower was not nearly as fast as the '56 GH. There must have been something drastically wrong with the GH. I just wanted to put my 2 cents worth in!

Here is K V's letter:

The "Sound Your Horn" letter about the Olds and the Golden Hawk (Feb 15, 2007 Issue) brought back fond memories of the '50s. My brother, Buddy, and I were teenagers then and we were fortunate to have a dad that really liked cars. The family owned several Oldsmobiles: '50 88, '53 88, '53 Super 88, '58 Super 88 with J-2 option. All had Hydramatic. We also had a new '55 Ford Fairlane with 3 speed and overdrive, a new '56 Chevy 210, Power-Pak with 3 speed and OD, and a new '59 Plymouth Savoy 318, Power-Pak with 3 speed and OD.

In October of 1959 my dad bought a '56 Studebaker Golden Hawk with 3 speed and overdrive. As I recall, the Golden Hawk was a quicker car than any of the others and would get over 20 mpg on the highway. I can remember my dad saying gas was costing him \$40 a month to drive the J-2 Olds. He traded it on a new '61 Falcon (27 mpg on the highway). I still own and drive the Golden Hawk.

K. V. Smith

Radio Relics

Dennis G. Williams

Hello and welcome to Radio Relics!

Radio Relics has been operating in Orlando for about twenty years, and yours truly (me, Dennis) has been messing with vintage radios for around twice that. We are in the business of repairing, restoring, buying and selling antique radios and other vacuum tube equipment such as audio amps, early TVs, juke box amps, phonographs, etc.

Other services include vacuum tube sales, schematics and service data, vintage parts, audio transfers, prop rental, special construction projects and more.

Radio Relics is also host to the Florida Antique Wireless Group, an Orlando based collector group which mails to hundreds of members in the U.S. and worldwide.

Purveyor of Antique and Early Model Radios and Related Items. Repairs and Restoration
1987 Corporate Square
Suite # 151
Longwood, FL 32750
(407) 895-9075
Email: oldradio@cfl.rr.com
Web Site: <http://www.clge.com/radiorelics/>

56J Sightings *From Bob Palma*

Two SDCers and I followed up on a lead today (3-28-07) and went to see two 56Js and a 1955 Speedster that were rumored to be sitting in a quasi junk yard. Indeed they were.

I had actually seen the cars maybe 20 years ago, when the used-car-dealer-owner (Dick Bennett; Bloomington IN) had the cars set aside to "restore some day." At the time, they were lined up neatly on gravel on the back of his lot. He lost the lot and several years ago apparently moved the whole bunch to a low-lying area north of Bloomington IN on old State Road 37 that is a muddy mess. As a result, all three are well beyond restoration, as is the 1958 Chrysler 300 D hardtop he also has rotting away....and a 1966 Corvair convertible and two early Mustang convertibles, etc, etc.

We could not get the drivers doors open on either 56J to record the Serial Numbers; too much heavy junk in the way and it had been raining and everything was muddy as well; the cars are well sunk down into the mud.

However, we did get the hoods open and recorded the body tags, so I am sure you can quickly go backwards and determine these cars' serial numbers, and whether or not you have them in your list of known, extant 56Js. I am sure these tags have not been moved around; they look quite original and undisturbed.

The body numbers were 3442 and 3897.

Do you have either car in your registry (or register; I keep forgetting which term you prefer!)? If not, you may put them down as extant, but they are now only rusty, rough Midwest parts cars that have some pieces missing (intake manifolds and carburetors, for example, although what appear to be the original engines are in place.) The vandals have invaded the area as well, so most of the glass on all the cars is broken.

Incidentally, the Speedster was every bit as rusty as the 56Js, but the leather interior was remarkably nice considering the conditions. That car was covered with a heavy plastic tarp. But here's the real curiosity of the Speedster: It is a factory overdrive(!) car with power steering! Boy, you don't think that complete setup would be worth a fortune if the car was carefully parted out, which it needs to be. Overdrive Speedsters are much rarer than even the rare 56J overdrive cars, as you know. Let me know if these are new "finds," will you?

(NOTE: I found the serial numbers, 6032923 and 6033292, for these cars and sent the information back to Bob.)

Thanks for the confirmation. If you do such things in your data base, you can put down the owner of those two cars as Dick Bennett of Bloomington IN. I do know he owns the cars, at least for now.

The black and white car is still black and white, although it's been repainted several times.

I was wondering about the other car's original color, the one your data base shows as being yellow and white. That car has been reworked and repainted so many times, and used body parts installed that had been on other colors, that I really couldn't figure out what the original color might have been! (Didn't try too hard, I'll admit.) It looks like it might have been painted red and white at some time, and now it is a solid, hideous green of some sort. It's all so blotchy, though, that it's hard to figure out what the last iteration was intended to be.

I took several photos of both cars (print film, with a single-use camera) and as soon as I have prints made, I'll send you some. Hold your nose! As bad as they are, I always think it is nice to record a car as extant over 50 years later.

Any of these three cars (including the overdrive Speedster) would be a far greater challenge for Pat Doherty than was 6032356. As bad as was 6032356, it was still a running and driving car when he bought it, and the worst modification it have ever seen was a repaint in a non-original color. It had probably never sat outside in the Midwest, left unattended to rot and be vandalized for years, either.

1958 Golden Hawk Register *New register added to our web site*

Joe Parsons asked for help in starting a register for 1958 Golden Hawks. We are already hosting pages for 1956 Sky Hawks, and the Jet Thrust News, so I offered a similar option to Joe. I created a web page and added a link to from the 1956 Golden Hawk Owners Register home page.

Recently, a list of Registers was printed in the Studebaker Drivers Club's Turning Wheels. I was

surprised to see so many, and I'm happy to help Joe start a new one.

He will maintain his own register. I will maintain the web site, and forward on-line registrations to him. I don't know what Joe's future plans are for this new register, but hopefully, the register will grow into something enjoyed by all 1958 Golden Hawk owners.

This type of specialization in specific models is a great help to owners, and provides another level of services to the Studebaker fan.

Newsletter Delivery

Changes to how you get it

Beginning with this issue, everyone on my email address received notification that the newsletter was posted to the web site and was available for viewing and/or printing. If you have agreed to accept the newsletter via the web site, simply follow the normal procedure by clicking on "Newsletters" and selecting the issue of your choice.

For those of you who have an email address, but still get delivery through the postal system, fear not. Simply ignore the email message and wait a few more days. Your newsletter should arrive in the next week or so. Of course, if I don't have an email address for you, none of this applies.

This change will make it a little easier for me to manage my email address lists. Prior to this change, I had two separate address lists. One was for all owners for which I had an email address. The second list was for those getting the newsletter through the web site, including non owners. This duplication caused many problems.

If someone changed email addresses, I had to change it in two places, something I didn't always remember to do. Often, I ended up with the wrong address in one of the lists. This change will eliminate that problem, and be less work for me. I like that! Some of you, on the other hand, will simply receive three extra email messages each year, which you can simply ignore. Consider it "good spam."

The end result is this.

- Everyone for whom I have an email address, will receive a notice that the latest issue is available for viewing.
- If you get the newsletter via the web site, just follow the normal procedure.
- If you have an email address, but receive the newsletter through the postal service, just wait about a week for it to arrive. If it doesn't arrive, let me know.

I expect a few hitches initially, but once you get used to it, there should be no problems. After all, we own 1956 Golden Hawks, so we should be able to accomplish this feat through an easy transition.

If you have web access and want to see the electronic version of 56J ONLY, just click on Newsletters and select the issue of your choice.

Mail Bonding

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



Everett Nauha

February 2, 2007

I noticed that my old 56J ser # 6800485 is listed in the "Here we grow again" section and that the owner is now a member and receives the 56J newsletter also I assume. I was wondering what happened to that car. I emailed Hans a couple of times and I never heard back from him. He may have changed his email address. The last I knew it was heading to the Carolinas where it was supposed to be shipped to Sweden. I'm glad to hear that it made it, and I hope he's enjoying it.

When he contacted you did he mention if he's restored it yet or is he working on it? I had forgotten the ser # on it, and I noticed that it was built 25 cars after my current 56J in CA. I always enjoy getting the newsletter, thanks for all you do.

Dana Yaglowski

March 30, 2007

Let me tell you about my car. A good friend of the family's father was retiring and moving up north. This man was a real pack rat. My future husband was looking to purchase a tube frame off road car. When I got to his house I saw the most amazing looking vehicle I have ever seen. A 1956 pink and white Studebaker Golden Hawk.

Now me, not knowing much about classic or rare cars had to have it. I mean, come on it was pink! And I have never heard of a Studebaker GH before in my life. I had to have it. So without my boyfriend knowing I made an offer on this beaut for \$3,500. The man I bought it from gave me some grapevine history.

This car is said to be owned by a madam of Roxy's on Boulder Hwy. Now if that is true, than I wish that interior could talk! The Studebaker needs massive restoration but all the buttons and seats and everything is still there. Everyone says who knows cars is telling me that I have a gem.

Now after finding your Register and the 56J group I can see where they get that. To think I was going to sell it until I found you. Now it is heading for an overhaul. But I have to build or buy a house first.

I love showing off my GH even though it is not very pretty to look at right now. Do you know what the original color was? And what are the original colors names? How can

I get the previous owners names to see if my grapevine history is correct?

(Note: Dana's car was originally the rare P5664 Rosebud Snowcap White combination. Her car was not previously registered with me, so I couldn't help with the history.)

1956 Manuals on DVD+R

New Item Joins The List of offerings

For several years now, we have been offering three different CDs. One contains the 1956 Golden Hawk Parts Catalog, Authenticity Guide, Accessories Manual, Owners Manual, and the Overdrive Manual. Another contains all the 1956 Golden Hawk production order information. The third CD contains all the back issues of the 56J ONLY newsletters. At the time, I wanted to fit all these items on one CD, but there simply wasn't enough room .

With the growing popularity of DVDs, I was able to make the conversion. The new DVD contains the files that are on all three CDs plus the 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, and the 1958 Shop Manual Supplement. All the files are in PDF format, viewable with Adobe® Acrobat® Reader which is also included on the new DVD. See the ad in the 56J Club Items section.

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.

498 Dick Hertzler (see 503) Ormond Beach FL	SN 6031861 Pr Owner ??
499 John E. Millichamp W Sanger TX	SN 6800285 Pr Owner Carl Courtney
500 George Crow Las Vegas NV	SN 6031879 Pr Owner: Nollie Hinton
501 Dana Yaglowksi Las Vegas NV	SN 6800580 Pr Owner Kenneth Buch
502 Croft Carlsen N Vancouver BC	SN 6032498 Pr Owner Floyd Carlsen
503 William Heston Salem OH	SN 60318661 Pr Owner: Dick Hertzler
504 Mark Presbrey Freeport NY	SN 6030404 Pr Owner: Unknown
505 Kelli Garcia Brighton CO	SN 6030696 Pr Owner: Her Grandfather

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.*

Administrative "Assistance"

From Frank Ambrogio

NOTE: Special notes and recurring 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 via regular mail. The mangling, ripping, and coffee spills are free.

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: For sale: NOS 56J Parts: Hood Scoop \$115; Autolite IBJ40001E Distributer \$250; Deck Lid Parts: Latch \$40, Striker \$12, Hinge, L. \$50, Hinge, R. \$70; Door Latch, R. \$50; RF Fender Ext. \$40; Jack Parts: Handle \$25, Base \$30; Wiper Arm Set \$65; Stainless H/L Lamp Retainers \$20 ea.; A/C 2777 Radio Rear Speaker kit \$75/kit (includes nos speaker and grill, new speaker and original type wiring); Delco Radio power cable w/fuse socket \$10; NORS parts: Starter Solenoid

\$40; Brake wheel cylinders front and rear \$30 ea; C-Chrome Inner Rear Fin Moulding Set w/clips \$65; all parts plus shipping. Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com. Phone 971-219-9687. (03-2007)

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 jimjim8@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 56Stude 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: 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



Adhesive Vinyl Inserts, for all 1956-1961 Studebakers with full wheel cover (AC 2799). Enough vinyl inserts to apply to 4 hubcaps, with spare inserts. Directions are included \$27.50, includes shipping in the continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone/Fax:(308) 235-3386 rimpres@earthlink.net (11-2006)



Do You Want 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 compressor. Modern, dependable serviceable equipment starts with the Sanden compressor, 100-AMP alternator to keep your battery charged, and the electric cooling fan. **AC pulley and bolt** \$300.00, **Bracket Kit** for alternator & compressor including offset oil fill tube and all hardware, NAPA numbers for belts, etc. \$350.. Includes shipping and handling.. 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. ALSO **Finned Brake Drums and Hubs**, front and rear Call for prices. All items plus 10% shipping. Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, www.studebaker-intl.com 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)



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)



AC-2799 reproduction Spoke Type hubcaps. \$500.00 per set plus shipping. Richard Quinn, 20026 Wolf Rd, Mokena IL 60448, 708-479-2658, FAX 708-479-8965, rtq11@aol.com (10/2002)

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/phils.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*

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- **BRENDA MARKIN** WILL HOST OUR DINNER IN SOUTH BEND ON WEDNESDAY DURING THE MEET.
- **K V SMITH** ANSWERS A LETTER THAT APPEARED IN OLD CARS WEEKLY .
- **RADIO RELICS** OWNER DENNIS WILLIAMS CAN REPAIR YOUR STUDEBAKER'S RADIO.
- **BOB PALMA** REPORTS ON TWO 1956 GOLDEN HAWKS HE WENT TO SEE..
- **JOE PARSONS** HAS STARTED A REGISTER FOR 1958 GOLDEN HAWK OWNERS..
- **NEWSLETTER** CHANGE - EVERYONE WITH AN EMAIL ADDRESS WILL RECEIVE NOTIFICATION.
- **DANA YAGLOWSKI** IS VERY ENTHUSED ABOUT OUR GROUP AND HER PINK 1956 GOLDEN HAWK.
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