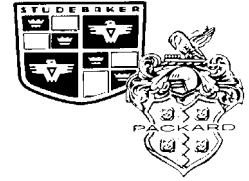




56J ONLY



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Installing the Turner Brake Master Cylinder Kit

By Phil Brandt (Pack Man)

Jim Turner makes a nice kit for installing a modern dual-port master cylinder on a Studebaker. The bracket & hardware are first class but the installation is not as cut-and-dried as the instructions read. Having just installed the kit on my 56J I have a few suggestions that will save fellow Hawk owners some time and trouble on future installations.

The kit appears to have been designed for cars with automatic transmissions so it comes up a little short for standard transmission cars. Here is a summary of the problems I encountered on my stick-shift car. Some of these will apply to automatic drive cars as well.

1. Mounting bolts were not long enough.
2. Mounting procedure had to be modified.
3. Brake rod had to be shortened.
4. Clutch pedal pinch-bolt had to be modified to go in
5. New shorter clutch pedal return spring had to be found and a hole drilled in the Turner bracket.
6. Stiffening bracket had to be shimmed.

1. The through-the-frame mounting bolts that came with the kit were not quite long enough to go through the Turner bracket, the frame, spacers, and the clutch pivot plate on the opposite side of the frame from the master cylinder. I bought two hardened bolts that were (I believe) a half inch longer than those supplied with the kit.

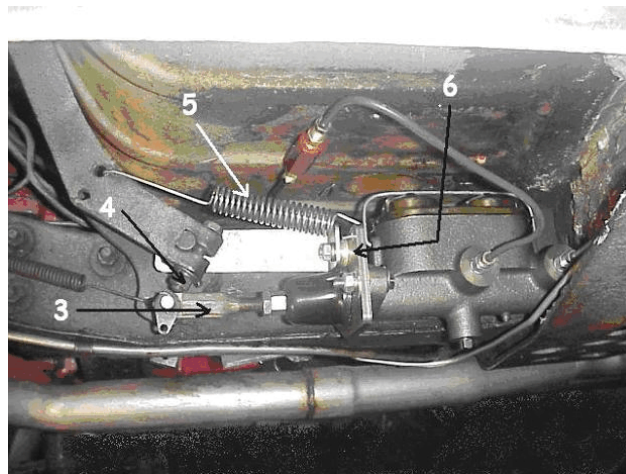
2. Turner's instructions called for mounting the main bracket to the frame of the car and then bolting in the master cylinder. I tried that ... the M/C wouldn't go into the bracket (got wedged against the frame). Then I tried mounting the M/C to the bracket and then mounting the whole assembly to the frame. That didn't work. I ended up loosely holding the main bracket up to the frame with the bolts partially through the frame then twisting & turning the M/C with one hand and

holding the bracket with the other hand until they finally fit together in that confined space. This is NOT a fun procedure for one person to attempt.

3. I had to cut off the end of the brake rod in order to get it into the M/C piston. I rounded the freshly cut rod end with a file so that it wouldn't chew into the softer aluminum M/C piston. Turner's pivot pin for the brake rod is a very precision piece and you will see that there is no room for 'fudging' with the brake rod once the M/C and the pivot pin are installed.

4. I had to grind off a big flat on the head of the clutch pedal pinch bolt in order to get it past the brake rod and into the clutch pedal. Note: In the accompanying photo the nut is on the bottom ... it interfered with the brake rod. I swapped ends after this photo was taken.

5. Turner's instructions suggest that you drill a hole in the cross member near the end of the master cylinder to attach an eye-bolt to anchor the free end of the clutch-pedal-return-spring. BAD IDEA! Aside from the fact that this is a hard-to-get-into-space for drilling holes, the clutch return spring would be in the way every time you wanted to pull the bale and lid off the M/C to check the fluid level. In fact, it might be near impossible to get the lid off with that spring in the way. I found a heavy duty spring at my local old fashioned hardware store, then I drilled a hole in the Turner main bracket to anchor the new clutch-pedal-return-spring. One end of the new spring was straight so I bent it just short of the correct length then cut off the excess. The spring and clutch pedal work just fine. (See photo)



6. The Turner support bracket (from brake/clutch pivot shaft to M/C bracket) was not quite long enough so I shimmed it out with some washers. (see photo)

Well fellow Hawk owners, I hope this article will be of help

to you. By sharing information, we won't all have to learn the hard way.

Jim Turner had this response:

(Editor's Note: I wrote to Jim Turner to tell him about Phil's article and to see if he had anything to add.)

Phil also sent it (the above article) to me, He lives about 4 miles from me, and I had offered to go over and help him install it when he emailed me with the clutch spring mounting location. I didn't hear back from him.

And Yes, he is right, the M/C kit was designed with the automatic in mind, more so a stick shift. But, with a "little" modification, the clutch spring can be mounted.

A few more questions for Phil:

FA How does the Hill-Holder work in your car with the new M/C? Does it only work on the back wheels, or not at all?

PB I didn't re-install the hill holder when I restored the car. I was going to rebuild it but never got around to it. Does anyone have a rebuild kit for these?

FA Can you access the M/C through the hole in the floor, or is the M/C offset? It would seem to me that, with that bracket, everything would be moved over a little?

PB The factory access hole (M/C) is fine for accessing the forward M/C reservoir chamber. Turner provides a rubber plug with his kit and the instructions for drilling another hole in the floor (1 inch if memory serves me right) to access the rear reservoir chamber.

FA. What Master Cylinder model number did you use for your installation?

PB 64-67 AMC Jeep, 81-84 Jeep trucks = Advance A/P #11373; Raybestos #MC36237; United #36237; Wagner #F49275, F49276, F50385. Turner includes a list of usable M/Cs with the kit.

56J Dinner in South Bend

Brenda Markin serves us well, again

The (sometimes) annual 56J dinner was another well attended affair. About 45-50 people showed up and about 10 brought their 1956 Golden Hawks along for all to see. The site was the State Café on Wayne Street, and owner Brenda Markin did another excellent job for us. We had the entire place to ourselves, and everyone quickly found someone else to talk to.

A special thanks to Jim & Jan Bella for making all the arrangements, posting the sign-up sheets, and reporting all the information to Brenda. That sure made things a lot easier for me as we had a full slate of things to do.

Once dinner ended, we went outside to look at all the beautiful Golden Hawks. Soon hoods were opened and

crowds gathered around one car after another. Questions were asked about this or that.

We visited for several hours, and it was so nice to see everyone getting reacquainted or making new friends. I know that many of you, who have been so active on the 56J ONLY Message Board, got to meet in person for the first time. I think our dinners together really point out the wisdom of our "Four No" philosophy. No Dues. No Commitment, No Meetings. And No Arguments.

The first of our dinners occurred in 1997 when we met at Bill Knapp's restaurant in South Bend. I've tried to set one up each year since, but haven't always been successful. On those occasions when we didn't get together for dinner, the meet seemed to be incomplete.

It isn't too early to start planning for our dinner next year in Lancaster PA. I hope I'll be able to find a suitable site for us. If anyone knows of a place, please let me know. If someone wants to take control of this project for next year, as Jim & Jan Bella did this year, I would also appreciate the help.

43rd SDC International Meet

By Joe Hall

The 2007 meet in SB is now history, but what a great time it was! My fun meter was reading high pulling out of the driveway on Sunday in the blue & white 56J. I drove about 100 miles northeast to bro-in-law JDs' house, where we waited for old friend Steve, who was driving his 56J up from IL. Shortly after Steve arrived, we headed for SB as a caravan of three 56Js. The trip was about 250 miles, and we arrived 4½ hours later without incident (if you don't count the million or so "thumbs up" from brand 'X' drivers). Each car has the same basic running gear (T85 OD), and each topped 20 mpg.

Next morning the fun meter continued to climb as we spent Monday thru Wednesday fellow-shiping with Studebaker, Packard, and other 56J folks. We were welcome in the Packard lot (as was everyone for that matter), and our 56Js seemed to feel they were with family there; by Wednesday, at least four other 56Js had also grown comfortable in the Packard lot. It seems 56J is the "other" Packard Hawk, admired by Packard and Stude folks equally. We were even treated to an impromptu V8 & Ultramatic tech seminar, given in the parking lot by a Packard expert, though it was mostly a review for anyone who has read the back issues of 56J ONLY.

I also ran into a fellow 56Jer who has the modern neoprene rear main seal in his engine, and so far it is doing its job. He said prior, his mech had installed several rope seals, and each failed after only a few hundred miles. My hat is off to that mech, since I could not even install a new rope seal in my engine (engine in car) before; that was one of the reasons for finding an

alternative. Perhaps installing the rope seals correctly was a problem for the mech, since each failed prematurely. I got around 15K miles out of the repro'd rope seal in the wife's Sunglow & white car before failure; it now has over 15K miles on the neoprene one and thus-far has not leaked (knock on wood). In any case, it is nice to have alternatives. I will install a neoprene seal in the blue & white car soon, since the OEM rope style I installed upon rebuild 75K miles is now leaking badly enough to have gotten the clutch disc soaked (had to change it about a month ago).

Speaking of clutches, the pressure plate interchanges with early 60s to 70s F100-F150, V8 trucks; the disc is late 60s to 70s GM V8 trucks and early 70s Corvette. Also, the near extinct OEM t/o bearing swaps with FM# 1752-1 and NAPA# 1136. This bearing is about .040" larger ID, but is self-centering, and easier to install in a 56J than OEM (long story). OEM t/o bearings are still around though; I saw a few at the Packard swap meet in SB, at \$75-150 each.

Wednesday evening's dinner was great, with an abundance of delicious food, served in a friendly setting. (Great job Jim Bella!) Tire kicking in the lot across the street after dinner was also great. Perhaps the main attraction was the Meeses' beautiful Doeskin & Mocha with 31K miles, which they had owned since 1974, at 27K miles. It was an excellent example of un-restored, original. There were some quiet concerns about the gas door guard, but turns out it is indeed correct for C&Ks (if we believe Stude parts guru Tom Karkiewicz). JD was lucky enough to buy one from Tom K the next day, but unfortunately for me it was his last one.

For fun we kept a few 56J stats during the week: 15 cars there total; five were Doeskin & Mocha; the rest were black, gold, red, blue over blue, green over green, black & white, blue & white, Sunglow & white, red & white, and a custom orange & white. At least seven 56Js were driven over 150 miles to the meet, with the farthest being 900 miles (Kendall G. and his mom, from RI). Others were driven from PA (1), WI (1), IN (1), IL (1), and KY (2). The only mechanical problem I am aware of (if it could be called that) was caused by a gas cap vent valve.

All but three of the fifteen had power steering; all but 4 had b/u lights-ditto for rear seat speakers; at least four had T85 OD tranny's (one other had a modern, Tremac 5 speed), three had power windows, three had AC; two had dual carbs, one had a rose colored dash pad, and one had 50s vintage Traction Masters' traction bars. Three were for sale: two at \$35K, and one at \$21.5K. Two of the cars for sale stayed on the swap meet lot: the Sunglow & white with MI plates that was there all week, and the Doeskin & Mocha with IN plates that arrived Thursday. Ross B's car was inconspicuously advertised as "available".

Seven 56Js entered as show cars, and each received a 1st place; why Ross B. did not enter his beautiful, black

car I do not know, but it certainly would have gotten 1st place also.

By the time we left for home late Thursday afternoon, my fun meter was almost pegged, especially since a fourth 56J joined us for the caravan home-Phil B in his tastefully customized orange & white. We stopped about 100 miles down the road at a Golden Corral to relive the weeks' highlights over a meal. We then took pix before heading out again, knowing this was our last stop together. Near Indianapolis, Phil peeled off to go east, Steve to go southwest, and JD to go southeast, while I continued south.

When I pulled back in the driveway at home my fun meter was completely pegged! For me this was a record breaking event, in that it was the largest gathering of 56Js I have ever witnessed. With all the other Studes and Packards to look at, people to fellow-ship with, and newly acquired items I couldn't live without (i.e. the 56 Hawk hood in the Packard lot), it just doesn't get any better!

Long live the 56J (a.k.a. the "other" Packard Hawk.)

More on the meet by Frank Ambrogio

The Studebaker National Museum was the host for the meet held in South Bend IN during the week of June 17-23. With help from the Michiana Chapter, the event included a full schedule of tours, swap meet, car show, watch and toy car displays, fun night and the awards banquet.

We arrived in South Bend about 2:00 PM on Monday and after registering at the Quality Inn, headed straight to the SNM. The word "straight" might be a little inaccurate as we ended up making several U-turns before finally arriving at the Museum. It seems Chapin Street is also called Martin Luther King for part of the way, and this was not noted on the maps we had. We picked up our registration packet and made a quick tour of the Museum.

We attended the welcome party on Monday evening at the Museum. We ran into many old friends, enjoyed some ice cream, and engaged in many conversations concerning the Museum and how beautiful it was. This is a first class facility and is a must see attraction for anyone visiting the South Bend area.

On Tuesday, we went to the swap meet, but we probably only saw about one third of the vendors. We spent more time speaking with other acquaintances. We had dinner Tuesday evening with some Orlando Area Chapter members at the former home of Clement Studebaker, known as Tippecanoe Place. Wednesday, we had lunch with some former co-workers from Michigan at the Morris Inn on the Notre Dame campus.

The Packard Club was having its meet at the same time, and we went to their host hotel to take a look at all the

beautiful cars. These would also be on the same show field as the Studebakers on Thursday. This proved to be a great idea, and I hope the trend will continue.

Wednesday evening was our annual 1956 Golden Hawk dinner where we were joined by about 50 people at the State Café in downtown South Bend (see previous story.)

Thursday was show time, and the Studebakers and Packards were out in force. The St. Joseph County Fair Grounds was the setting, and there was ample room for all the cars. In fact, it was too much to absorb in one day.

We've owned our 1956 Golden Hawk since 1983, and I'd only ridden in one other similar car. That was in 1983, before we bought our car. That car still belongs to Bob Edwards of Jacksonville FL. I've been wanting to ride in another 1956 GH just to see how it might compare to our cars. On Thursday, I got that chance.

Ray Martin of Sparta Ontario took me for a ride in his 1956 Golden Hawk. His car is nearly identical to ours, except his was a first place winner. We took a short spin and it was a bit strange, sitting in the passenger seat.

On Friday, we visited the town of Shipshawanna to the East of South Bend. It is an Amish town, and we had a great time looking around the city and viewing the sights. Friday evening was the time for the awards banquet and we sat with Ray & Vera Martin. It was a great night for the 1956 Golden Hawk gang as all seven cars entered for judging won first place awards. There were three others on display for a grand showing of ten cars. At least, those counts are to the best of my recollection.

Those bringing their cars to South Bend included, Tom Alyward, Ross Ball, Phil Brandt, Kendall Gibbs, Joe Hall, Bill Hunt, Ray Martin, Steve Metcalf, Dale Meese Larry Michael, & James Nutgrass. Thanks to all of you for making our group look good. I don't recall seeing any other 1956 Golden Hawks, but there may have been more.

Saturday proved to be an unexpected treat. We learned that the Studebakers would be running on the old Proving Ground track so we decided to head out there. We felt we would have some time to see the happenings before we caught our flight back home.

When we got there, we met Bill & Carolyn Hunt of Sparland IL. We've gotten to know the Hunts over the last six years as they always stop at our house during their annual winter pilgrimage to Florida. Bill, like Ray Martin, has a car painted the same color as ours. Well, Carolyn insisted that I ride with Bill around the track while she took pictures. After a *tremendous amount of arm twisting*, I finally gave in to her request.

The Bosch Company has taken over this facility, and the track was in excellent shape. We made three laps around the track. The Studebakers were lined up three abreast

and there must have been over fifty rows of cars. The pace car went a little too slow for Bill and my standards. At 15-20 miles per hour it is hard to keep a 275 horsepower beast in check. The car just couldn't decide which gear to stay in, so it kept shifting as we inched faster and then slowed again.

Once the ride was over, we hustled out of the parking lot, made a quick stop for lunch, and caught the plane back to Florida. It was nice to get home, but I still miss the fun and excitement of yet another SDC meet. With the exception of three times, we've attended all the meets since our first one in Seattle in 1982. I never get tired of it, and hope we can continue to do so for many years to come.

Comments from some of the attendees

(NOTE: Larry Michael had some fuel related problems which prevented him from showing his car. I asked him about the problem. Here is his response:)

Larry Michael: I made it back, but it was the most interesting and frustrating trip I have made in that car in the past 27 years. I have driven that car all over the east coast and central US and it has (had) never left me set until South Bend.

First problem was in South Bend after driving out 525 miles on Tuesday. Car just died like it was starving for gas - - which it was. I have excellent 20-20 hindsight and just wish I knew Tuesday of this week what I know now and I would not have missed Thursday's show!

Started out with starving for gas - - but only on occasion and it was not constant. But when it died, it died for a half hour or so.

Did the easy fix and quickly replaced the fuel filter - - no change. Then pulled the hose off the top of the fuel pump and nothing coming out. Ahhhh, replace the fuel filter which I did by converting it to electric. Ran great for about 50 miles then died again with same symptoms. Ahhh, must be the hose or tank.....had a small crimp in the fuel line that had been there forever but I figured maybe got plugged. Bought 25 ft or 5/16 fuel line hose, cut the metal line at the tank and ran hose all the way up the frame and to the fuel pump.

Got it running and started home Saturday.....died twice on I-90 before I hit Ohio! Each time I would take the fuel line apart at the fuel pump, blast some compressed air in the line headed to the tank, and magically I had flow again! My diagnosis was it had to be in the tank.....NOT!

Each time I did the compressed air trick, I would take the gas cap off to allow the air to come through the gas and bubble. Long story short.....the last time I did the compressed air trick I forgot to put the gas cap back on.....ran the last 400 miles of the trip without a problem.

Moral of the story...many. Check the gas cap first to make sure the vent is open!!! Worst part is I missed Thursday, but I still was able to get to the dinner, see the museum,

and see many of the cars at the fairgrounds on Wednesday.

As with many of my mechanical challenges over the years, the solution was not the obvious and the fix was found by accident after "mucho" frustration. Check those gas caps!

Stay cool this summer in Florida and good luck with the Hawks. Keep up the good work with the group. I think you can tell it is greatly appreciated!

Kendall Gibbs: Frank, thanks for the compliment. Please know how much easier you've made it for all of us with your authenticity guide. I don't want to think how many hours went into creating that. I know beyond any doubt that the numerous excellent '56J's at the show (I was parked next to the one and only '56 Sky Hawk I saw) and the obvious interest in them are a direct result of your efforts. And your wife, Anita, like my mother, ought to be nominated for sainthood for remaining good natured about all this. Thanks again.

The Way it's Supposed to Work People helping people

In early July, I received an Email from owner Fernando Soliva. He had a mechanical question I couldn't answer. I sent his message to everyone on my Email address list to see if someone could help him. Apparently, several people offered some help. Here is some of the correspondence:

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I've a Problem with my Studebaker Golden Hawk '56jk7; I need know the original size of crankshaft bearings and weight of connecting rod bearings for I can repair the Packard motor

I will be happy if you can to inform about this; I'll wait patiently for your answers and thank you for it all.

Fernando Soliva 12004 Castellon Spain.

Jim Phelan provided the bi-lingual answers:

Querido Fernando, Aqui estan las primeras paginas de la seccion del motor del manual de servicio de la '56 Studebaker Golden Hawk. Contienen las especificaciones. Si quiere, puedo manderle toda la seccion del motor pero contiene sobre 35 pajinas y el archivo es muy grande (sobre 12 MB). Espero que tenga buen suerte en su proyecto! Decirme cómo termina. Jim Phelan

Dear Fernando, Here are the first few pages of the engine section of the shop manual for the '56 Studebaker Golden Hawk. They contain the specifications. If you want, I can send you the full engine section but it has 35 pages and the file is very big (about 12 MB). I wish you good luck in your project. Let me know how it ends up. Jim Phelan

Fernando sent this reply:

I have received several e-mails with good information from the others owners;

This is the information;

Main Bearing Bore OD	2.6875"
Main Bearing Id	2.500"
Main Bearing Area	38.6 Sq. in.
Crankpin Overlap	.625"
Main Bearing 1-4 Width	.950 (24.1mm)
Main Bearing 5 Width	1.736" (44.1mm)
Main Bearing Clearance	.0005-.0025"
Connect Rod Big End Bore	2.390" (+.140")
Connect Rod Bearing Id	2.250"
Rod Bearing Area	52.8 Sq. in.
Rod Bearing Clearance	.0005-.0025"
Connect Rod Bearing Width	.939"
Bearing Shell Width	.980"
Connect Rod Side to Side	.003-.011"

Thanks again for all; best regards Fernando Soliva.

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This is yet another example of what our group can offer other owners. There have been many times when I simply don't have the answer. In each case, our group has been able to provide one. Thanks to Jim and all the others who took the time to offer their help.

Mail Bonding

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



Brent Hagen

June 03, 2007

I've been busy working on Ariel. I stripped most everything off the bottom, took the rear springs in to be re-arched and add a leaf, taking the rear end in to another shop to have them install a new TT 3:92 case in it.

I took advantage of a warm day yesterday to pressure wash the bottom of the car. This car had the old traction masters installed, but unfortunately they were installed wrong. They mounted the front of the bars to the body mount instead of attaching to the frame, hence I am going to have to replace two cracked body mounts!

I think this car was driven hard on the track, so I am going through the drive train pretty thoroughly. Luckily it still has what appears to be the original T-85 and correct shift linkage. I am sure I will have to completely rebuild the transmission and clutch. The engine turns but I haven't tried starting it yet.

Now that the frame is clean I have to coat it with POR-15 before I can install the new stainless brake and fuel lines. I found I was able to remove the original brake and fuel lines in one long piece by removing two body mount bolts on the left side and the left exhaust hanger. I also had to

gently pry the body up slightly with a crow bar to ease the lines between the body and frame, but not much. I will reverse the procedure for reinstalling my new stainless brake and fuel lines from Classic Tubing. I have a good sample rear brake line for 3spd with O.D., no power brakes in case someone needs Classic Tube to make one up.

Oh, and I discovered an easy way to remove brake drums from flanged axles. I had already removed my whole rear axle with drums to take into the shop. The shop wouldn't work on it unless I first removed the drums. What I did was use my Snap-On drum puller, but instead of putting the dog bone on it to hit with a soft-blow hammer, I used my 1" drive air-impact wrench with a socket.

One drum popped loose with the first squeeze of the trigger. The other side must have been on for awhile. I ran the puller tight with the impact, smacked the end a couple of times with the soft blow hammer and one more squeeze of the trigger on the impact and that one popped too! Fastest and easiest removal I have ever done, and with the axle laying on my driveway.

I realize not every one has a 1" air impact tool, but I bought mine used from a friend and I use it a lot. I originally bought it for removing the pinion nut on Stude differentials. Much easier to use than a 4 foot bar and won't lift the car up off the jack stands

Ernie Stone July 07, 2007

I purchased this car for a parts car. It is very rusty since it originally came from New York. But most trim, glass, stainless mouldings, and mechanical parts are in good condition. I plan to use some parts on my 1954 "C" body coupe that I am rebuilding (again.) I drove the '54 for about 22 years. I plan to sell any parts that I don't need.

Joe Hall July 21, 2007

Just a few notes I thought some may find interesting concerning high mileage 352s.

I am currently "re-freshening" the 352 in the blue & white 56J, after 75,000 miles and ten years.

Originally the plan was just to replace the leaking, OEM (rope) rear main seal with a neoprene one, but one thing led to another and I wound up doing a "re-freshening", in other words less than an overhaul but more than a tune-up.

I had a mod kit on hand to install an Oldsmobile 350-455 CID oil pump (thanks to the Packard V8 folks), so installed the Olds pump; actually a Melling hi volume version, that pumps 20-25% more than OEM Olds. I also noticed the timing chain was way too loose, so changed it. Then remembered the cam is original and probably never been reground, so replaced it with one reground &

Parkerized by Effingham cams, in Illinois, and of course new lifters.

While under the car, I removed the center main bearing cap to see how the bottom end is wearing (center main is usually the first bearing in the bottom end to show wear on the 352); it appears to have another 150,000 miles left easily. Also, I noticed the valve rockers that were resurfaced last time will not need attention again until about the same time as the bottom end.

This is the original engine in this car, with a total of about 215,000 miles on it. As mentioned earlier, it has run 75,000 miles since rebuild in 1997; since break in, it has used 15w50 weight Mobile '1', with oil & filter changed religiously every 10,000 miles.

I have neither abused or babied this engine, rather, it has been driven like a modern car. It has had AC since about the time of rebuild, which in summertime raises the engine temp 10-20 degrees. Also, about the first 40,000 miles on this rebuild were in the California desert, often in temperatures above 110 degrees. With the AC on in the desert, engine temp usually was 195-210 degrees.

I attribute the way it is holding up to modern technology in lubrication and unleaded gasoline, and a 16% gear reduction. I consider this a testament to the fact that our 352s are more than up to the chore of modern driving conditions if we chose to use them.

Also, knock on wood, I still have yet to walk a single step due to a breakdown in a 56J!

Ross Ball August 15, 2007

Just a note to let you know that I sold the 56J. Its new home is up in the South Bend area. The gentleman who bought it is retired from law enforcement.

He saw the car on the day of the concourse on June 21 and showed interest in it. He didn't get back with me until early Friday evening. I had to stay over until Monday morning to take care of the selling of the car at the Policeman Credit Union.

I am sending you a couple of pictures that were taken on the old Studebaker Test Track. They were taken by Terry's brother while Terry was driving his 1959 Hawk around the track. There were approximately 120 vehicles on the track. I would like to have a copy of the next owners register.

The dinner on the 20th was super. I enjoyed visiting with everyone. I've enjoyed the "56J ONLY" throughout the years and hope to see you and your wife again.

Enclosed is the new owner's name and address.

P.S. My youngest daughter cried when she found out I sold the car!

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.

506 Verne Holoubek Harford WI	SN 6030038 Pr Owner Chuck Berryman
507 Ron Daggett Everett WA	SN 6800256 Pr Owner (Unknown)
508 Gary Gates San Antonio TX	SN 6032934 Pr Owner Tom Saunders
509 Natalie Coe New Haven CT	SN 6800057
510 Ernie Stone Anderson SC	SN 6032178
511 Tom Weil Skaneateles NY	SN 6033036
512 Jorgen Bohlin Bergby Sweden	SN 6032194
513 Joe Aluise Clarksville MD	SN 6031517 & 6800174

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: 1956 Golden Hawk. Slightly modified. Professionally rebuilt 454 Corvette Engine, Chevy 700R4 automatic transmission. Rack and pinion front steering, front disk brakes. All chrome redone. Needs paint, upholstery and some tlc. Accepting offers. Bob Modell@san.rr.com (09/2007)

For sale: I have two 56J cars that are fairly complete and very restorable, I am selling them for 3500 dollars each. You can email me johnscianna@sbcglobal.net for more info (make specific requests) or I can be reached by phone at 559 445 1959. The cars are located in Fresno California. Thanks, John (09/2007)

Wanted: 1956 Golden Hawk, good to great condition. Gwin Stumbaugh, 3215 Cypress Way Santa Rosa, CA 95405 (707) 542-3636 Email: gwinbev@aol.com (09/2007)

For sale: For sale: NOS 56J Parts: Autolite IBJ40001E Distributer \$250; Deck Lid Parts: Latch \$40, Striker \$12, Hinge, L. \$50, Door Latch, R. \$50; RF Fender Ext. \$40; Jack Parts: Handle \$25, Base \$30; 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 (03/2006)

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)

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: 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.

www.shrockbrothers.com/72nd_scale.html (04/2004)

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. **1-104 Oil Filter Decal** \$6.00 ea. **1-083 Valve Cover Decal** (2

required) \$6.00 ea. **1562457 Front brake drum**, finned complete with hub, cups, & studs \$189.00. 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 studefarm@yahoo.com.

Ultramatic Transmission Shift Indicator.

Die-cast Metal, with a clear casting, and indented letters pre-painted from the rear. \$40.00 + S/H 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)

56J Club Items

All Proceeds Help Maintain the Register
Items can be ordered on-line



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


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 Passenger Car Manuals on DVD+R. (Not for TV DVD player) 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 in PDF format, viewable with Adobe® Acrobat® Reader (included).  \$20.00

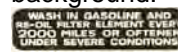
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56J ONLY Newsletters on CD All the back issues, up to the current one, in PDF format, viewable with Adobe® Acrobat® Reader (included).  \$11.00

1956 Studebaker GH 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-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, blu e/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

- **PHIL BRANDT** HAS SOME TIPS ON INSTALLING THE TURNER DUAL MASTER CYLINDER KIT.
- **BRENDA MARKIN** DID ANOTHER GREAT JOB HOSTING OUR 56 GOLDEN HAWK DINNER.
- **LARRY MICHAEL** TELLS ABOUT HIS ADVENTURES DURING AND AFTER THE SDC INTERNATIONAL MEET.
- **JOE HALL & KENDALL GIBBS** OFFER THEIR VIEWS ON THE SDC MEET.
- **BRENT HAGEN** GIVES US AN UPDATE ON HIS PROJECT AND A TIP ON REMOVING REAR BRAKE DRUMS.
- **ERNIE STONE** HAS SOME PARTS TO SELL FROM A PARTS CAR HE PURCHASED.
- **FERNANDO SOLIVA** GETS HELP WITH HIS PROJECT FROM JIM PHELAN AND POSSIBLY OTHERS.
- **JOE HALL** HAS DONE A REFRESH OF THE ENGINE IN HIS 1956 GOLDEN HAWK.
- **ROSS BALL** SOLD HIS 1956 GOLDEN HAWK AT THE MEET IN SOUTH BEND.



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