



56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Dinner And A Show In Lancaster 56 Golden Hawk Owners Meet At Good 'N Plenty

The 56SGHOR group gathered at 5:30 PM on Wednesday at the Good 'N Plenty Restaurant for our (sometimes) annual 56J dinner. Approximately thirty owners and guests took part.

Earlier, at 4:00 PM, the restaurant's owner opened a building at the rear of the property where he stored his old car collection. Approximately 22 cars, including eleven convertibles were on display. All were in excellent condition.

Dinner proved to be a success as everyone seemed to enjoy the dinner served country style. The selections included fish, pork, and chicken with mashed potatoes, noodles, corn, and apple sauce. Desserts consisted of shoo fly pie, lemon crust pie, ice cream, and cookies.

There was certainly no reason anyone should have left hungry. Thanks to Orlando Area Chapter and Keystone Region Chapter member Charles Steffy for recommending Good 'N Plenty.

Seven 1956 Golden Hawks graced the show field on Thursday. Cars were brought by Joe Aluise, Joe & Nancy Bacon, Joe Hall, Bill Hughes, Dale Meese, Stephen Metcalf, and Larry Michael. Looking at the names in the previous sentence, something caught my attention. All but one owner who brought a 1956 Golden Hawk to the show was either named Joe, or had a last name starting with "M." Bill Hughes was the only exception.

The car owned by Joe Aluise drew plenty of attention. Not only was the car in beautiful condition, but it had a trunk mounted air conditioning unit that looked like it came that way from the factory.

I had the pleasure of meeting two very interesting people, David Giammattei and Vince Habel. Actually, I had met Vince in 1984 at the SDC International Meet held near Orlando. Vince had been maintaining a register for all Golden Hawks. When I met him, he was in a wheelchair. He turned over all his information on the 1956 Golden Hawks when I started our register in 1989. Seeing him this year was quite a surprise, as he was standing tall and looking well. He was in the wheelchair for twenty years, but after one of many surgeries, he was able to jettison that device about three years ago.

David Giammattei wrote a story about his 1956 Golden Hawk which was painted P5638 Mocha/Snowcap White. That story appeared in the April 1980 issue of *Turning Wheels*. The car, serial number 6031705 was never registered in our group until 2001 when Paul Revell of Caledon East, Ontario did the honors.

I wrote about this car in Issue 020, January 1995. In that story, I indicated that David's car, based on the serial number, should not have had the Studebaker script on the front fender. I also indicated the car should not have had the gold hawk emblem, also located on the front fender.

When I met David at the meet in Lancaster, he said he took exception to my statement regarding the hawk emblem. Apparently he had read the article and remembered what I had written. He stated that the original owner told him that the car came delivered with that emblem positioned on the front fender. As far as I know, the Hawk bird emblem wasn't used until 1957, but fifty plus years after the fact, who really knows? To that end, I've explained my feelings about the "mine's original" claim, so many owners make, on the following page.

One of the more unusual cars at the show was a later model Studebaker with a Packard V8. **Joe Hall** got the story on the car.:

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Attached are the only three pix I took of the Packard powered car. It was sitting in a 1966 Stude body; pretty sure it was a two door. The engine swap was very well engineered. The owner said it had been bored out to a 409 CID; quick calculation says that would be around 4 5/16" pistons, which he said were special made by Ross. The owner's uncle told me the compression is so high it will only run on av-gas. It also had a full flow oil filter, Stude pulleys on the water pump & fan, six blade flex fan, Packard type PS pump, AC, electronic ignition, and a set of headers he said his uncle had bought from J.C. Whitney many years ago. It was attached to a four speed tranny, with 3.73 gears, if memory serves.

It turned out the owner's dad and two uncles were 56J aficionados back in the 50s and 60s. One of the uncles came by my car later, and we sat and talked a

long time. He recounted many memories of driving and racing 56Js. He had one that was only a couple of years old when he bought it, and told many stories of outrunning a lot of brand Xs. He also knew of just about every piece of speed equipment ever made for the 56J, traction bars, headers, superchargers, cams, etc. It was a real treat getting to talk to him. I joked with the owner that he probably did not have much choice as to what kind of engine to put in the car, given his dad & uncles' love for 56J engine.



Sorry I did not take more pix of the car, and get the names and addresses of the owner and his dad and uncles. But the one uncle told me they still have an auto repair shop nearby

the meet there in Lancaster.

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As for numbers, there are always conflicting totals in the various reports about SDC International Meets. Charles Steffy reported the following: 815 registrations/attendees, 474 cars in the concours and over 550 for the banquet. I'm sure those totals are pretty close. I do know there were a lot of beautiful cars on the show field and the Golden Hawks fit in nicely.

Carpet Installation Update *From Ruben Mares*

Thanks for the 56J ONLY newsletter of June 2008. I just have to stick in my 2 cents on this carpet scuff plate matter.



The best of the three photos clearly shows the carpet under the scuff plate

front lawn. I towed it to my home. Enclosed are three photos I took after I read your newsletter. Note the scuff plates are holding down the carpet.

My 1956 Golden Hawk was in original condition when I purchased it on July 15, 1976. It was abandoned and rusty sitting on someone's

Original - Is There Such A Thing? *Everyone's Car is Original, Or Is It?*

The following story sums up my feelings about the "mine's original" statement. Former 1956 Golden Hawk owner, Carl Kummer's car was in his family since new. When I saw the car, I noticed it had the 1957 and later hood. Carl insisted it was the correct hood and brought out some brochures. Those revealed that the 1956 hood was indeed different than the one on his car. He then told me that the car was nearly totaled and that many body parts were replaced. That hood, most likely, was one of those replacements. Even original owners don't always have the correct information. If you are NOT the original owner of your car, I don't see how you can make the "mine's original" claim. Probably more changes were made in the first five years than were made in all the years since.

The story from Ruben Mares is a good example. Ruben's car was twenty years old when he bought it. It would have been very easy for someone to remove the five screws on each side, tuck the carpet under the scuff plate, and replace the screws. The holes were already there.

My car was 27 years old when I bought it, and it sat in the previous owner's garage for the last fifteen years. Add to that the fact that it was driven for a while by a Studebaker engineer, W. G. Knecht. The car wasn't sold until late 1957, so it spent roughly 10 - 11 years on the road. I was sure it was original also, but I've since learned otherwise.

The first clue was the inclusion of courtesy lights under the dash board. I may have the only 1956 Golden Hawk with this "undocumented" option. I also noticed a little box on the fan shroud which the previous owner told me had something to do with using brighter headlights. My point is that after even one year, the "mine's original" assertion doesn't necessarily hold. In the case of Ruben's car, It's possible that his car was delivered with the carpet installed under the scuff plate. But, I don't think that was the norm.

I just gather information and report my conclusions. You will have to make your own decisions.

Insurance as Good as Gold *Is Your Car Covered?*

As the owner of a 1956 Golden Hawk, you're already part of an elite group of automotive enthusiasts. Whether you've listed your car with a Studebaker owners' register, or not, there's no denying that you appreciate the beauty and soul of a classic driving machine. Insuring your car, then, should be a matter of course. After all, protecting your investments is always wise. Fortunately, shopping for insurance for a collectible car, while not as simple as going online and getting a quote for a brand new hybrid, is relatively easy, and not horribly expensive, as long as you go to an insurer that specializes in antique autos.

Here are a few things you may not know about specialty auto policies:

- Antique auto insurance covers the actual value of your car. It's no secret that a brand new car begins to depreciate the second it leaves the lot. If you were to get into a fender bender accident five minutes after signing purchase papers, you probably wouldn't be reimbursed for the full amount you just paid. With an antique auto policy, however, your coverage is based on agreed value. This is a monetary amount that you and your insurance agent agree upon before policy inception, and is based on the make and model of your car, any upgrades or modifications, and the amount of effort put into restoration. While appraisals are sometimes required, especially if you want more coverage than the apparent value of the car, many companies simply ask for detailed lists of all your work, and photographic evidence of the condition of the car.
- Insurance policies for collectible cars are usually less expensive than standard insurance. We all want a bargain on insurance, and that's why specialty insurers are the best source when insuring a collectible car. Partly because of the usage and storage restrictions that collectible car insurers impose, and partly because of the fact that classic car owners tend to be mature drivers with a lot of experience behind the wheel, such insurance is generally less expensive than what you pay for the car you drive to work. A vehicle valued at \$10,000, for example may cost only \$100/year to insure.
- A specialty policy may offer more benefits than "regular" insurance. Along with lower premiums, many antique auto policies have deductibles that range from \$250 all the way down to zero, largely because there is less chance of having to pay a claim on a car that is pampered and protected the way vintage autos tend to be.
- Since perceived risk is the key to getting lower insurance rates on any car, what is it that classic car insurers look for? Usual requirements are as follows:
 - The car must either be a verifiable antique (25 years or older in most states), or a significant collector's item – some modern muscle cars fit into this category. They are usually covered under a custom performance insurance policy.
 - Your car must be stored in a locked garage or other secure facility, when not in use.
 - Use of your car must be kept to a minimum – driving should only be to and from shows, and the occasional weekend cruise.
 - The driver must be over 21 (over 25 with some companies) and have a clean driving record. In order to have good defensive driving techniques, it is recommended that a performance or defensive car

course be taken, even though most classic cars are not driven in high-performance conditions.

- You must have a street-legal vehicle covered by standard insurance, and that policy must be in good standing.

Collector car policies have been offered in one form or another for roughly fifty years, but despite this, statistics say that fewer than half of the registered antique and collectible car owners in the United States have a specialty insurance policy on their classic car. Don't be one of them. Placing a specialty insurance policy on your 1956 Golden Hawk - or any vintage auto – is as good as gold.

1956 Flight Hawk *New Register Formed*

I received the following Email in mid August:

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I'm the happy owner of a 1956 flight hawk and I'm searching for more info about it. I found your great website but I'm not sure which information applies to this car. Right now I'm very interested in the available colors & paint schemes from factory and also on the pictures from the chrome details & panel.

Can you help me? Are you aware of any website like yours with the main theme being the flight hawk?

**Kind regards,
Marlon W Hoffmann**

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I responded and suggested, as I always do, that he start a register of his own. A day later, I received the following:

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Thanks a lot for the information, contacts, links and the picture! They're going to be useful.

I couldn't find any site similar to yours for the 1956 Flight Hawk owners, so I decided I should create one! It is an initial draft, and I hope some day it will have as much information as you have on your website. My plan is to create a discussion group in the near future. The links for the web sites I've created are:

**<http://1956flighthawk.blogspot.com/> - The owners register.
<http://studebaker56.blogspot.com/> - Some info about my car.**

**Best wishes,
Marlon Weiss Hoffmann**

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That was too easy! I checked Marlon's web site, and it looks like he's off to a great start. I even put a link to the **1956 Flight Hawk Owners Register** on our home page.

Studebakers West

West Coast Company Purchases The Stephen Allen Studebaker Parts Inventory

(NOTE: I received an Email from Matthew Burnett who stated that the old Stephen Allen's web site pointed to a new location for Studebakers West. I wrote to Carl Thoms to ask about this and also how he wanted my to list his site on our Studebaker Vendors web site.)

Hi Frank: Thanks for checking this out. I purchased the inventory from Stephen Allen and am moving it to California. It will supplement my existing multi-million dollar inventory and add about 1500 new part numbers to my existing 15,000 part numbers.

Please use www.studebakerswest.net. It is my new website we are in the process of building. I don't think we will put all 16,500 part numbers on it, probably just 500-600.

Thanks again, Carl Thoms Studebakers West

I know a lot of people had been wondering what would happen to the huge inventory of Studebaker parts that Stephen Cade had in his business in Gainesville FL. It's good to see they have found a home at Studebakers West. On a more personal note, I spoke with Stephen at a function in DeLand FL and he said he was doing well.

Mail Bonding

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



Brent Hagen

July 20, 2008

I am not sure I told you, but the part number for the 56J spark plug cable set in the Studebaker parts book (6484397) is incorrect.

I bought a copy of the print for that part number from the Studebaker Museum for \$50. The date was from the late 40's and the wire lengths are way off - I think they were for the straight eight?? Anyway, I did some more checking and found the correct part number (6484554) in one of the Studebaker service bulletins. I also ordered a copy of this part number from the museum and the spark plug cable lengths look correct. Interestingly, the spec sheet shows the part numbers for the spark plug wires for 55 and 56 Packards as well as 56S (S for Studebaker) and AMC (Nash and Hudsons)

Bill Ladroga

August 19, 2008

Our son, Tom, called from Connecticut this morning. Very apologetically, he said that HIS present work situation hasn't allowed him to get any use out of the 56J that I gave him four years ago (see the newsletter article you wrote in January of 2008.) So in keeping with the song

accompanying the video on your web site, the "family 56J" is "Goin' Home" again -- from Connecticut to Florida! The car carriers are sure benefitting from all this -- Colorado to Massachusetts to Florida to Connecticut to Florida! I should call the 56J "Gypsy!"

Yes, I'm bringing it back to Florida. Lord have mercy! I'll have to find a place to store it since I don't have the heart to sell it. Please put me back on the membership list.

And just to add my two cents worth, I agree with your writers in the last newsletter that the 56J carpeting goes on top of the sill plates. But I'm basing my judgment on Rene Harger's carpeting that I bought from Phantom.



As an aside, years ago, I owned a Velvet black 1953 Champion coupe with red vinyl interior and I carefully researched an indoor-outdoor brown carpeting that almost exactly

matched the original material. I had the carpeting custom made for me and devised a means of sewing an additional invisible cloth basting strip under the edge of the carpeting near the door that fit under the sill plates. The sill plate screws went through the basting strips and not the carpeting and the carpeting lay on top of the sill but couldn't move. (Photo attached.)

There once was a club in California that I belonged to for owners of 1953 coupes/hardtops and it had a newsletter. I published my research, along with sketches of my ideas. To show how we can benefit one another with our published findings, it wasn't too long afterward that I found that Studebaker parts suppliers starting selling carpets of their own using the same material I found.

I went along with Rene's opinion that Mocha/Doeskin cars might have had mocha-colored crash pads and mine is mocha rather than black. (Photo attached.)



Ron Johnson

July 31, 2008

Thanks for all your efforts helping keep these South Bend road oilers on the road. When the GTO boys talk about having the machine that started the "muscle car" era, they were eight years late.

I went to South Bend last summer and bought a pair of "Skypower 352" valve cover stickers. That has led to a complete restoration of the machine I have had since 1972! I could not just stick them on and leave everything else the way it was!

Michael Craig

August 19, 2008

My 2985 is still owned by Michael B. and Linda S. Craig of Osage Beach, MO. It was restored to near show condition in 1998 and has been in an air-controlled garage where it gets fussy care with its' garage mates. 2985 is in #1 condition, driven only about 40 miles per year.

Larry Bost

August 19, 2008

I like your video!!! Looking forward to the sequel. Is there any way of copying it from YouTube?

Your under-hood shots particularly got my attention. I am in the process of rebuilding the original engine to put back in my car. It had many of the performance upgrades from the factory parts list (Jet Streak Parts List), but the carbs had been changed out from the Rochesters to Carters.

Anything you could tell me about your dual carb setup would be much appreciated!! Also, any ideas you have on a source for the Rochester carbs would be appreciated. Thanks for all you do for the old car hobby and especially the 56Js.,

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 information.

524 Mark Daniel SN 6031556
Clinton AR Pr Owner John Vernon Almon

525 Dan Kisiel SN 6032270
Carefree AZ Pr Owner Dave Fergusson

526 Gwin Stumbaugh SN 6031833
Santa Rosa CA Pr Owner Ron Enamait

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 Started by owner Scott Reid in July, 2002. A method for owners and fans to exchange

ideas. Go to our web site and click on *56JONLY Message Group*. Then follow the instructions to sign in or join.

NOTICE: *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 me at the Yahoo 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 receive the newsletter electronically. Please let me know if you prefer to receive it via mail. The mangling, ripping, and stains 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.

Wanted: I'm looking for a clean or restored (but no resurrected rust please) 56J only with T-85 and No Power Steering and No Power Brakes. Slight modifications, i.e. Caribbean 2X4 intake (or 374 engine) and Twin Traction are welcome. Keith Langendorfer KL4215@att.com 203-683-8406 (08/2008)

For sale: 56 Golden Hawk. 352 w/ 3 speed on the floor. Bought it as a parts car but could be restored. Want to get it out of storage. Located in Santa Clarita Valley, CA. \$2500.00 Contact: Dan Larsen at 661 2510683. Email djsl80@aol.com (05-2008)

Wanted: Interested in 56 Golden Hawk with Standard/Overdrive transmission in finished or near-finished condition. Contact: Ron rstdid@yahoo.com (03/2008)

For sale: 56 Golden Hawk #6033058. Mechanical restoration done, including brakes. Five new tires. All original parts. Set of 56 wheel covers and a set of 57 wheel covers. Needs paint and interior. \$8500. Snohomish, WA. Fred C. Howard, 360-568-1488, galaxie500@roadrunner.com (02/2008)

For sale: 56 Golden Hawk, Airforce Blue/Snowcap White. 90 percent restored to original. Only modification is seat belts have been added. Also have manuals and extra parts. Asking \$18,000 obo. For info Kevin and Debi Carr 407-963-2818 debicarr@wildblue.net (01/2008)

For sale: Many NOS and good used 56J parts. All parts inquiries welcome. Good prices on NORS tune-up parts including, caps, rotors, points, voltage regulators, temperature sending units, coils and mounting brackets, stop light switches, front and rear brake wheel cylinders, etc. Contact: Brent Hagen, 6220 SE 55th Ave., Portland,

OR 97206-6800. Email: ghawk352@effectnet.com
Phone 971-219-9687 (01/2008)

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 gwinbev@aol.com (09/2007)

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. **Oil pressure fix** for Packard V8s. The factory engineers redesigned the oiling system to ameliorate the lifter clatter problems. The cam retainer plate and spacer has been remanufactured in A2 tool steel and is now available. Offered to '56J members for \$75, including shipping. Don't rebuild your Packard V8 without it. 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: 1956 GH Solid Builder, 352 V8, Auto Transmission, Restored Frame, Many used 56 J Parts, Call for needs. Many Studebaker Parts Available. K Body Window Flipper Restoration Services, Stainless steel straightening, polishing. Very Good 56 Golden Hawk Hood. Dwayne Jacobson, 2620 Lake View Drive, Junction City, WI 54443 715-204-0258 studebaker56j@mac.com Dwayne Jacobson, 2620 Lakeview Dr, Junction City, WI 54443. - web.mac.com/studebaker56j (02-2008)

1956 Golden Hawk Services

New Dial Glass for all 1956 and 1957 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like the original, \$20 + \$4 shipping. ALSO:

Rebuilt Packard water pumps for sale \$95, plus \$10.00 for shipping, \$45.00 core charge. ALSO:

Tachometer Sending Units: I can repair most and I rebuild sending unit to tachometer cables. ALSO:

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 E-mail: ghawk352@effectnet.com (05/2008)

Adhesive Vinyl Inserts, for 1956-1961 Studebakers with wheel cover (AC 2799). Enough to apply to 4 hubcaps, with spare inserts. Directions included \$27.50, includes shipping in continental U.S. Right Impression,



319 S Chestnut St, Kimball, NE 69145, Phone or Fax: 308-235-3386 rimpres@earthlink.net (11-2006)



Air conditioning for 1955-56 V-8 Packard engine in whichever car it is in. You will need the third pulley 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, 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. For a brochure call 847-464-5119 or write: Roscoe Stelford 15N119 Reinking Rd Hampshire IL 60140 or Email stelfordsinc@aol.com www.weremoverust.com **Code RCS15** (12/2005)

Ranco Heater Valve Repair. 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 do not have a valve, 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)



Reproduction Tail Light Housings. Left and right side, \$195.00 each. **Exhaust extension AC-2754** Originally available on 1956 Hawks and station wagons. Chrome finish.\$65.00 ea. **1-104 Oil**


Filter Decal \$6.00 ea. **1-083 Valve Cover Decal** (need 2) \$6.00 ea. **1562457 Front brake drum**, finned complete with hub, cups, & studs \$189.00. All items plus 10% S/H. Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, (Prices subject to change) www.studebaker-intl.com info@studebaker-intl.com (08-2004)


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


Electronic Ignition Modules for 1956 Golden Hawk. Use the tachometer sending unit with the points system. John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel


56J Club Items

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

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. 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: Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132, Tel 800-775-7077. 


1956 Sky Hawk and Golden Hawk headliner trim bows. 3 piece set with tapered ends. \$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 (01/2000).

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

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. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$13.00 foreign S/H)  \$22.00

DVD and CD Items PDF format, viewable with Adobe® Acrobat® Reader (included).

 \$20.00

 \$11.00

 \$11.00

 \$11.00

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 \$20.00



1956 Studebaker GH Manuals on CD Parts Catalog, Authenticity Guide, 1956 Owners Manual, Accessories Catalog, and Warner Overdrive Manual. \$11.00

56J ONLY Newsletters on CD Contains all the back issues of 56J Only. \$11.00

1956 Studebaker GH Production Orders CD All 4073 Production Orders for 1956 Golden Hawks, produced directly from our data base. \$11.00

Copy of the Original Production Order for your car. Directly from microfilm, Send serial number. \$12.00

Name Badge Soft vinyl, 4" x 3" with our logo in your car's color \$3.00.

Patch 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background.   \$3.50

Decals-Tags-

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 Email or SASE, owners only)

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In this Issue

- **SEVEN 1956 GOLDEN HAWKS** GRACE THE SHOW FIELD AT THE SDC MEET IN LANCASTER PA.
- **RUBEN MARES** SENDS A PHOTO OF THE CARPET INSTALLATION IN HIS GOLDEN HAWK.
- **STUDEBAKERS WEST**, PURCHASES THE STEPHEN ALLEN'S INVENTORY..
- **DINNER IN LANCASTER** TURNED OUT TO BE ANOTHER GREAT GATHERING.
- **CAR INSURANCE LIFE** OFFERS ADVICE ON INSURANCE FOR COLLECTOR CARS.
- **BILL LADROGA** NEEDS A GAS TANK SENDING UNIT AND OFFERS HIS OPINION ON THE CARPET.
- **MICHAEL CRAIG** GIVES AN UPDATE ON HIS 1956 GOLDEN HAWK.
- **MARLON WEISS HOFFMANN** HAS STARTED A 1956 FLIGHT HAWK OWNERS REGISTER.



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