



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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NUMBER 063

ESTABLISHED JANUARY 1, 1989

JUNE 2009

Solving the Oil Pump Problem!

Adapting the Oldsmobile High Volume Oil Pump to the Packard V-8.

By Craig Hendrickson (Reprinted with permission)

This is one of the major projects of The Packard V-8 Club. These pages detail the successful design and creation of an adapter to allow the Oldsmobile High Volume Oil Pump and Pickup (Melling 22-FHV & 22-FHVS) to adapt to the Packard V-8. This may be the most significant improvement to the reliability of the Packard V-8 in 50+ years!

Background

The deficiency of the stock Packard V-8 oil pump had been well established even before production of the Packard V-8 ended in August 1956. Several supposedly "improved" oil pumps were produced by the factory during 1955 & 1956. A few dealer-installed "field fixes" were tried. There was also a variant for the Hudson-Nash 320CID (Packard supplied) V-8. Changes were made in the hydraulic valve lifters in an attempt to reduce clatter. The front camshaft retainer plate was redesigned twice in an ineffectual effort to improve oil system pressure.

The effect of this deficient oil pump could be as minor as occasional clacking hydraulic lifters under various, but normal conditions. But a more serious result was internal bearing wear or failure, usually one or more of the front main bearings.

Over the years, several attempts were made by individuals and club organizations to "fix" the oil pump deficiency. Since no satisfactory new replacement for this oil pump seemingly existed, the pump was modified in a variety of ways. However, none of these modifications actually fixed the root problem which was inadequate oil delivery pressure and volume.

The REAL problem

To arrive at a real solution to the Packard V-8 oil system dilemma, one has to face the brutal fact that the original Packard oil pump design was at best inadequate and maybe even a failure! The REAL solution will be a two phase effort.

1. Find out WHY the original Packard oil pump (in whatever incarnation) is inadequate.

2. Find a new, available and affordable oil pump that pumps more oil than the original and can be adapted to the Packard V-8.

Since none of the previous "fixes" worked, one has to ask why is that?

Going back to basics of "how does that work?", an oil pump spins at half engine speed (same as the distributor off which it is driven). An automotive oil pump achieves it's pumping effect by moving a pair of gears (one driven, the other a satellite) which displace volume per unit time around the outside of the space between the pump housing and the gear teeth. All else being reasonable, as oil flows thru the pump by following this space between the gear teeth and the pump housing. This volume is equal to the space between the teeth times two per unit time, i.e., the oil volume output depends directly on the driven speed. Any excess volume (more oil than the engine needs) results in a higher internal pump pressure, which is bled off thru some pressure control mechanism. This pressure control is usually a check ball and spring dumping excess oil back into the oil pan sump. OK, so much for oil pump basics.

Why might the original Packard oil pump be inadequate? Well, consider the environment in which the pump had to operate. First, there are leaks everywhere! All bearings are leaking (they are supposed to). All the hydraulic lifters are leaking (ditto). The timing chain is being oiled off the front cam bearing (controlled by the notorious thrust plate). And, there is also a "bypass oil filter" fitted to the Packard V-8. This only filters the oil that makes it out of the front of the driver side head. It is nothing less than a controlled leak

So, with all these controlled leaks, what's a pump to do? Answer: keep up with the leaks! Well, simply stated, the original Packard oil pump could not keep up with the leaks, particularly after the engine and oil pump had some wear inside.

How do you fix this? The answer is that you can't!

Instead, you need a new, different design pump with more volume and pressure.

The Solution

The solution involved determining which automotive oil pump could be adapted to the Packard V-8. This oil pump must be:

- * higher capacity than the original Packard oil pump
- * From a relatively common application
- * Commercially available
- * New production (not re-manufactured from old cores)
- * Reasonably priced

Figuring out how to adapt it was a collaborative effort over a period of time by several individuals. The primary contributors were Eric Boyle, Keith Lummus, Craig Hendrickson and Kevin Gillooly, all members of the Packard V-8 Club.

Eric Boyle, after trial fitting many other oil pumps, determined that a used oil pump from a Oldsmobile 350CID Diesel engine held the most promise. He then purchased a new Melling brand oil pump to continue measurements and pursue adaption ideas with the others.

Keith Lummas also purchased a Melling brand oil pump for the Oldsmobile 350/400/455 gasoline engine and made several paper and wood mockup adapters to determine more fitment details.

Craig Hendrickson put forth the adapter he had designed and made for his full-flow oil filter conversion as a model for continued development. Craig also purchased the Melling pump plus the high volume pickup and original driveshaft. Craig then gave design guidance, basic materials and a Packard block, crank & oil pan to Tom Johnson, a local retired machinist who became interested in the project.

Kevin Gillooly volunteered his 1955 352CID V-8 as the first engine to be fitted with the Olds High Volume oil pump. Coincidentally, Kevin had already arranged with Craig to rebuild this engine. Although a separate development, Craig's full-flow oil filter conversion was also to be fitted. On Kevin's engine, the two developments would be integrated as one system, although this is not necessary. Either the Olds oil pump or the full-flow conversion can be fitted separately.

The Details



Rear view of the adapter. The reliefs on the bottom are to clear the stock rear main cap bolts. The adapter is machined from mild steel. NOTE the 5-degree angle of the pump mating surface.



This side of the adapter mates to the rear main cap. The 3/8NPT plug in the center is for the companion full-flow oil filter conversion only. It seals the

hole which connects the pump to the oil gallery in the rear main cap. If only the Olds pump is to be fitted (no full-flow conversion), then this hole will be open.



This side of the adapter mates to the Oldsmobile High Volume oil pump. "P" marks the two clearance and countersunk holes to attach the adapter to the rear main cap using the

original pump mounting holes. "O" marks the two threaded holes for attaching the Olds oil pump to the adapter. These holes are drilled at a 5-degree angle relative to "P" holes. "G" marks the passage from the pump to the oil gallery (plugged in this example). "D" marks the clearance hole for the driveshaft from the distributor.



This shows the allen-head cap screws used to attach the adapter to the rear main cap. The holes are countersunk so they will not interfere with the Olds pump mounting face.



A pump-to-adapter gasket was made from 0.010in brass shim stock. This version does not have the center oil passage hole because of the companion full-flow oil filter conversion.

Brass was used to make the gasket because there is a slight overlap between the discharge hole in the Olds oil pump and the two counter-sunk holes ("P" above).



The Olds High Volume oil pump is attached to the adapter with brass gasket in place. The AN-10x3/8NPT fitting in the side of the pump is for the companion full-flow conversion only.



The Olds High Volume oil pump adaption bolted to Kevin's engine.

The Olds pump, adapter and driveshaft may be installed with the engine in your Packard!

The price is \$250 for the kit plus \$15 shipping USPS insured w/delivery conf. Total \$265.00 (USA USPS)

Parts included:

- steel adapter plate with thruhole (stock filter configuration)

- 0.010 brass shimstock gasket with holes with thruhole
- 2 allen-head cap screws, grade 8
- 2 hex-head cap screws, grade 8 w/lock washers
- steel drive shaft, Olds-Packard ends

You need to buy locally:

Melling 350/455 Olds pump, part #M22FHV and pickup & screen for same #M22FHVS (old number) or M22-FS (new number). I'm told Autozone has them for a good price.

You need to supply:

Copper gasket maker for shimstock mating (apply sparingly)

Blue LocTite (or equivalent) for allen-head capscrew retention

I've sold over 50 kits and have 100% satisfaction. The kit can be installed with the engine in the car, at least in a Packard. To install the full-flow filter setup, the engine must be out and disassembled because drilling and tapping of the oil gallery is required.

Contact the wcraft@sbglobal.net for price and how to purchase.

Olds Oil Pump Conversion

By Joe Hall

We are well here in Kentucky, though working 50+ hours per week is busier than I planned in retirement.

As for the Olds oil pump mod, the Packard V8 folks designed it and prefer to call it the "Melling" pump modification. As most know, due to Packard's added vacuum provision, their original pump was probably even more problematic than ours. I believe about a dozen Packard owners are now running the Melling, but do not know about mean, median, or mode miles driven, etc. The Packard V8 crowd is friendly, has lots of info to share, and welcomes anyone who runs a Packard V8. They are easy to find on the internet, and I recommend anyone who has not done so to check them out.

First, some of us have had good experiences with 56J pumps; I put over 125,000 miles on the one in the blue & white 56J before swapping in the Melling. Others have had bad experiences, which are well documented, so no need to beat a dead horse. Suffice to say, it is frustrating to fire up a 352 from a long sleep and be unable to get the lifters to stop clacking. Most try everything else before changing the pump. Also frustrating, the pumps are often within specs per the shop manual, but still the lifters clack due to air in the oil.

There have been some well designed modifications for original pumps over the years that give us several options today. I have a pump stashed that was modified for \$150 by Packards International (added bushing in a thicker

gear cover to support the end of the shaft that "dangled" originally). I also have a \$250 "Max Merritt" modified pump in the sunglow & white 56J (double length upper shaft bushing) that now has over 35,000 miles on it. I feel confident either modified version will likely outlast an NOS original, if one could be found.

Back to the Melling: Any mechanic (not to be confused with parts changer) can install one; the kit is a bit pricey at \$250; must also buy a pump and pickup screen for another \$40 at a local parts store; the pumps were made for decades of Olds engines, and millions have been reproduced.

There are two versions of the Melling: high volume (HV) and OEM. The HV has a shaft bushing in the gear cover similar to Packards International's modification. There are also different screens for HV versus OEM. While the gear-teeth are the same, the HV gears are longer, the pressure relief valve opens @65psi, and installed in the 56J it held 8-10 more psi at all rpm & temperatures. The OEM also pumps more volume than the 56J original; the relief valve opens @60psi, and installed in the same 56J it holds 3-5 more psi. With valve covers off and engine idling, either pump produces a dripping-stream of oil from both ends of each (L&R) rocker shaft; with the 56J original, it is more of a drip, with faster drips coming from the ends that the oil first enters.

Most Packard folks have installed the HV Melling without problems. I first installed an HV, but it pumped so much oil it could not drain back into the pan fast enough, so would push past the modern neoprene rear main seal I had installed. I replaced the HV with an OEM Melling, and modified the oil return slot in the rear main bearing cap in a way that probably would have allowed use of the HV, but opted to stay with the OEM. With either Melling, upon initial startup of the engine the lifters never clacked. It has been my experience when starting a 352 that has had the oil passages drained it will clack the first few seconds, but not so with the Melling.

So the Melling pump mod kit offers more oil volume and pressure in either version of pump; it is about the same price as the other options, and is another good option for any of us in need of a pump.

Dinner In Cedar Rapids

Our Group Will Meet on Wednesday

I've made arrangements for us to meet for dinner at TJs Steakhouse in Cedar Rapids on Wednesday at 5:30 PM during the week of the SDC International Meet. The restaurant is located at 1810 6th St SW, Cedar Rapids, IA 52404, about 1.3 miles from the meet hotel. The menu shows prices ranging from approximately \$10.00 to \$20.00.

We will be able to order from the menu and have separate checks. An 18% gratuity will be added to each

bill. To get to TJs Steakhouse, just go head West from the hotel, about 1/10 mile, to Highway 965. Then head North roughly 1.2 miles, one block South of 16th Avenue SW. I will post a sign-up sheet on the bulletin board.

If you'd like to sign up ahead of time, just let me know who you are, how many are in your party and I'll add you name to the sheet. I won't be in till Tuesday, so if someone will be getting there Sunday or Monday, and would like to post the sheet for me, let me know and I'll mail it to you.

56J Headliner Woes

From Bill Ladroga

As you know, the headliner problems in 56Js can be a nuisance. I thought you'd like to see what has happened to mine in nearly 14 years.



Photo #1 is a shot of the headliner as I first got the car in 1995. I don't know if it was original or not, but I suspect it wasn't. I had a complete interior from Phantom Enterprises installed by New England Trim in Shrewsbury,

MA, in October 1996, when I restored the car. I used headliner transverse trim pieces, MoPar P/N 5AJ92MD5, from Chrysler product vans and International Travelalls. The strips are a little wider than the original pieces and make fitting the panels easier.



In 1998, the headliner perforated cardboard started to separate from the fiberglass backing that Phantom was using at the time. I called Rene Harger at Phantom and he graciously replaced all the headliner pieces, saying that it

was an adhesive problem. The new liner was installed by Hoyt's Auto Upholstery in Sarasota, FL, because we had the car in Florida after my retirement. Note that because of time restraints and availability, I painted the cross pieces a little too dark, using the best matching vinyl spray paint color I could find at the time. Photo #2 shows the re-installed liner.



In 2007, I noticed that the cardboard was starting to bubble away from the backing again and it only got worse in damp weather. See photo #3 for the extent of the damage. I contacted the new owners of Phantom about the recurring

problem but they were only willing to sell me a new headliner set at \$510.00.



I know that Hoyt's Auto Upholstery in Sarasota does great work and they are and have been involved in many beautiful restorations, so I took the car to Don Summerlin, the owner, and asked what he thought he could do for me.

Don and his skilled crew were able to do a wonderful job! They removed the headliner, carefully peeled away the cardboard and re-glued it to the fiberglass backing using the best glue they could find. They also had an opportunity to re-paint the cross pieces a lighter shade. Photo #4 shows the final result. It's never looked as good!

Aluminum Radiators Revisited

The February issue of 56J ONLY contained a story regarding Jack Nordstrom's aluminum radiator that he special ordered from Griffin Thermal Products, 100 Hurricane Creek Road, Piedmont SC 29673. Jack stated that Griffin kept his radiator to use for future orders. However, when I wrote to Griffin, Alan DiUmberto replied, ***"The unit that we built for Mr. Nordstrom was an exact replica with a rounded top tank like the original. I would need another sample, as we unfortunately sent the other sample back before making a drawing of it. I would make additional units with a smooth flat surface instead of the oval top tank for \$645 without the automatic transmission cooler and \$695 with the cooler."***

Jack called me on February 4, 2009 to state that he called Alan to say that Griffin had not returned his original radiator and still had it in their possession. After some searching, Alan found the radiator. He stated that he would keep the radiator and if anyone wanted one in the future, with the same look as the original, only in aluminum, the price would be in the \$850 to \$950 range.

Jack said he paid about \$1250 to have the first one done.

Rear Spring Information

Note: I received the following from Claes Antonsson: My GH is sagging in the rear. At least it seems so to me. So now I'm planning to pull of the springs and send them to a spring shop just outside Goteborg. But I do not know the height of the springs unloaded. The spring size is 2½" x 50" according to the shop manual but there is no information of the "u shape". Do you know where I can find this information?

Best Regards Claes Antonsson

NOTE: I wrote to Eaton Detroit Springs to see if they could help claes. A response from Mike follows:

Claes, The 56 Golden Hawk used 2 different springs. One being a 4 leaf and the other, heavy duty, was a 5 leaf.

The free arch of the 4 leaf is 6.75 inches.

The free arch of the 5 leaf is 5.5 inches.

The proper way to measure free arch by running a straight edge through the center line of the spring eyes and then measuring down to the top of the main plate next to the center bolt..

FYI - the free arch of the spring can be in specs and the car still sits low. This is because the springs have lost their ability to hold weight. This happens when the springs began to fatigue due to use, age and wear. I hope this helps you. Thank You Mike - phone 1-313-963-3839 fax 1-313-963-7047 www.eatonsprings.com

Mail Bonding

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



Carine Terlouw **January 29, 2009**

Sorry to be so silent for a long while, but we had a lot of work to do here in The Netherlands, and I think that's the way life goes. But we still have our Goldie! We drive it now that we have a title since last year. Although our work keeps us very busy we try to find some spare moments to drive this gorgeous car.



I don't remember sending you a picture, so hereby I send you one. Still have to make some nice ones with my new camera! If you like to have more, let my know! Thanks for your hard work on the Register, you're doing a great job.

Vince Habel **January 30, 2009**

I enjoyed reading your report on the first twenty years of the 1956 Golden Hawk Register. I am familiar with many of the names that were with you from the beginning. Most

of them replied to me when I was keeping a roster for all GH's in the early 70s.

Brent Hagen **February 01, 2009**

Great job on the newsletter! I finally got a chance to print it out and enjoyed reading it (as always). Hard to believe you have been at the helm for 20 years of smooth sailing. Us 56J'ers would have "sunk" years ago without your persistence and expertise!

Thanks, doesn't say enough for our appreciation for you and what you've managed to accomplish. To think you could have dedicated your life to any car, I am sure glad you chose the 56J!

The reason I ended up with a 56J instead of a 57GH was because Maureen had asked me what years they made Golden Hawks (when she found out shortly after we were married that I wanted to own a 57GH real bad) I told her 56, 57, & 58. She asked if we could buy a 56 cause that's the year she was born. Years later when she found out all the trouble I had with the particularities of the 56J, being probably the most difficult post-war Studebaker, she told me that she didn't mind if I wanted to switch over to a 57 or 58 GH. But by then I was "hopelessly hooked"!

Tom Fink **February 26, 2009**

Received your E-Mail. Glad to get the info and any history available on the 56 Hawk I bought. I purchased this car from Shelor motors in Christianburg VA. They said it was a trade on a new car and didn't know much about it. I drove it home to FL and soon found the gearing was way to low for highway driving, engine was turning 3000 rpm at 60 mph. I am presently changing rear ratio to turn 2100 at 60. I am 76 years old and have owned several old cars in the past. I currently have a 51 Hudson convertible #2, a 54 Hudson H/T #3 a 55 Ford crown vic #2 and the Studebaker which will be a very nice car when I get done with it.

Jim Bella **April 16, 2009**

Some 56J things I'm currently working on:

1.) As I mentioned in the past, there are simply too many NON-American Bosch wiper motors seen on 56J's, there had to be at least two different manufacturers of them. Well, I found the proof among the Studebaker Engineering Dept. drawings in the SNM Archives.

On 7-20-55, Studebaker Production Engineering Dept. released an AMERICAN BOSCH and an AUTO-LITE Windshield Wiper Motor for use optionally with each on the 56J. Both motors carry the same Studebaker part number (1312320) but are shown on different sheets of drawing # 1312320.

Sheet 1 of 2 shows the AUTO-LITE, Model: ERS ? 5001

Sheet 2 of 2 shows the AMERICAN BOSCH, Model: WWC12B - 1514

2.) Believe most 56J'ers know radiators were used from two different manufacturers ...Modine (ribbed top tank) and McCord (smooth top tank). The Studebaker Engineering drawings I happened across indicates there was a "slight difference" in positioning (clocking) of the inlet elbow on these two radiators. That difference was enough to require upper radiator hose support bracket (p/n 1540166) to be located & welded in TWO different locations in effect creating one fan shroud for the Modine radiator and another for McCord.



3.) That "Mysterious" Heater Hose Clamp... I have now all but dispelled Studebaker's use of this clamp in-production and/or for after-production AC-2769 kit installation. Appears the only indication of subject clamp's existence remains that 1956 Motor Trend photo of a 56J test vehicle. I came across Studebaker Engineering drawing 1540388, the "controlling document" for 56J Heater & Defroster production installation as well as for the AC-2769 kit. Engineering originally released this drawing on 8/16/55. The drawing was revised many, many times until 3/29/56. Over that period, there was no documented addition or deletion of a clamp that could have served that specific application. A check of those 56J applicable Service Bulletins/Service Letters I have does not address use of subject clamp either.

Bottom line;

Frank, since I began volunteering at the SNM Archives, I've had a real 56J eye-opening experience! Just those Engineering drawings I "stumbled across" leads me to believe there is more, a whole lot more waiting to be discovered about the 56J in the SNM Archives! I now look at the 56J to-date database as drawn heavily from only 2 of 3 main perspectives;

1) ...from our "Collective" opinions / perspectives / photos / memories

2) ...from SERVICE Parts Catalogs, SERVICE Manuals, SERVICE Bulletins/Letters, production build records and a handful of assorted other documents.

Both 1 & 2 generally reflect data accumulated AFTER ...the 56J had been built!!! What is notably missing is data from the 3rd ...and possibly most important perspective! The perspective of Studebaker's Engineering Dept. "DESIGN INTENT." The Engineering Dept. provided exacting design drawings / instructions / specifications / processes and procedures needed BEFORE & DURING ...the time the 56J was being built!!!

Mike Barany

April 18, 2009

Frank, thought you would like to know another 56 Golden Hawk is going through a 100 percent restoration. Snow Cap white and Sun Glow gold. 352 with 3sp/od. The chrome valve covers say "Packard," the tires are narrow white walls and the balance will be stock.



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.

- 533 Charles D Smith SN 6031420
Marietta NY Former owner Richard Lindsey
- 534 C. Tom Fink SN 6031606
Lake Wales FL Former Owner unknown
- 535 Fred Mills SN 6031205
Muncy PA Former Owner Kathy Rishel
- 536 Ken Ross Serial # 6030821
Rives Junction MI Previous Owner Flintauf

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 Forum 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 Forum*. 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 by 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.

Cars

For sale: 1956 Studebaker Golden Hawk, Running and in #2-3 Condition. Ultramatic transmission. Upholstery completely redone mid 1990's. Repaint and re-chrome late 1980's with slight subsequent pitting. Photo's include copy of original build sheet.

Also have MANY parts from parted out 56J (S/N#6033391-Original build sheet available) including; 2 hoods, 2 windshields, 1 rear glass, 2 doors (both sides) with glass, 2 rear window assemblies with glass, Full dashboard with gauges, switches and radio, fenders, 2 fiberglass fins, full set wire hubcaps, 3 sets extra hubcaps, 2 front bumpers, 1 rear bumper, gas tank, fan shroud, steering wheel, battery boxes with hold downs, 2 air cleaner assemblies, 1 generator, 3 tail lights, many many chrome trim pieces, door plates, many miscellaneous parts (if it could be removed intact-it was)

Manuals include: Shop Manual, Body Parts Manual, Chassis Parts Manual. Books include "Studebaker 1946-1966 Post War," "Studebaker Century," "Studebaker Buyers Guide," "Studebaker Less Than They Promised," Many issues of "56J Only" Newsletters (now available online), Turning Wheels & Antique Studebaker magazines with articles relevant to the 56J. Also have framed original dealer posters, vintage magazine articles, color ads and other items of printed collector materials.

This will all be sold as a complete collection & lot, including Car, Parts, Publications, Books, & Vintage collectible items. Items will NOT be sold individually. This is really targeted toward the individual who wants to

own a very special antique auto and to become part of the 56J Only community. I would urge anyone not aware of this community to consult www.1956goldenhawk.com. There are people involved here who know EVERYTHING about this model, how to evaluate it, restore it, modify it, share it and most importantly....to enjoy it. I am selling to help with college expenses but also because my interests have shifted in a more nautical direction. (Last year put less than 200 miles on the Studebaker) It is stored/garaged inside and has been since it was taken off the road by the previous owner in the early 1970's.

I am happy to answer questions, take additional photos or help any SERIOUS BUYER/COLLECTOR get the information they need. I reserve the right to cancel the auction and will have the car and entire collection listed with the 56J owners club as well as locally. Car and parts collection must be picked up locally upon final confirmation by my bank of certified funding. Jeff Darrell, 208 Bayview St, Yarmouth, ME 04096 jdarrell@maine.rr.com 207 846 4820 Home 207 232 6927 Cell (05-2009)

For sale: 56 Golden Hawk #6031843, no motor or Trans \$2000. Ray Groves Kurbyville, Mo Ph 1-417-546-4138 (01-2009)

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 (01/2009)

Wanted: Interested in 56 Golden Hawk with Standard/Overdrive transmission in finished or near-finished condition. Contact: Ron rstid@yahoo.com (01/2009)

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 (01/2009)

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 (01/2009)

For sale: I have two 56J cars that are fairly complete and very restorable, I am selling them both for \$2500 dollars. You can email me johnscianna@sbcglobal.net for more info (make specific requests) or I can be reached by phone at 559-709-3229. virgilex@yahoo.com The cars are located in Fresno California. Thanks, John (11/2008)

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 - web site - .mac.com/studebaker56j (02-2008)

Other

Wanted: High tone horn for my 56J. Bill Ladroga, (941) 378-7070 ladroga@juno.com. (12-2008)

For sale: For sale: 56J Parts: New parts: Stainless Steel "Check-Mark" mounting brackets \$15/pr, Speedometer Cable (w/Ultramatic) \$50, Ultramatic Cooling lines \$75/set, Ultra Front Seal \$10, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, 160 deg Thermostat \$5, Inner Fin hold-down mouldings (C-Chrome w/mounting clips) \$75/pr, Late- style Sparkplug Wire Bracket Rubber Grommets \$2/ea NOS parts: Rear Speaker kit \$75, Distributor \$250, Fan Blade (inquire), Jack Base, Jack Handle, Dip Stick, Tie Rod Ends, Door strikers, Motor Mounts, Hood Springs,- many more- Please Inquire. Rebuilt parts: Tach sending units \$125 + core, Water Pumps \$95 + core, Fuel Pumps \$95 + core. Used Parts: Lots of trim, switches, gauges, sheet metal, etc. Please Inquire. 56J Tune-up parts: Points, Rotors, Condensers, and Dist. Caps. Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: ghawk352@effectnet.com Phone 971-219-9687 (01-2009)

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)

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. **Parking Lamp Socket and Cable** part #1312869. **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 817-594-0840. www.studebakerfarm.com studefarm@yahoo.com. (03-2004)

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


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

56J Club Items

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

1956 Studebaker Golden Hawk Parts Catalog. 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins (add \$15.00 foreign S/H).  \$38.00

1956 Studebaker Golden Hawk Authenticity Guide. Documents most of the quirks with 30 color photos and all decals shown. 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)

**Most Items Are Available On-line at the 56J Store
Make Checks Payable to Frank Ambrogio.**

In this Issue

- **CRAIG HENDRIKSON** OFFERS AN OLDSMOBILE SOLUTION TO THE PACKARD OIL PUMP PROBLEM.
- **JOE HALL** DETAILS HIS OLDSMOBILE OIL PUMP SWAP.
- **BILL LADROGA** GIVES A REPORT ON PROBLEMS HE HAD WITH THE HEADLINER OF HIS CAR.
- **JACK NORDSTROM** PROVIDES AN UPDATE ON THE ALUMINUM RADIATOR.
- **CLAES ANTONSSON** ASKS ABOUT REAR SPRINGS.
- **CARINE TERLOUW** IS ENJOYING HER 1956 GOLDEN HAWK IN THE NETHERLANDS.
- **VINCE HABEL** RECALLS THAT SEVERAL CURRENT OWNERS HAD PREVIOUSLY REGISTERED WITH HIM.
- **MAUREEN HAGEN** CONVINCED HUSBAND BRENT TO BUY A 1956 INSTEAD OF A 1957 GOLDEN HAWK.
- **TOM FINK** GIVES A SHORT REPORT ON HIS NEW PURCHASE.
- **JIM BELLA** HAS SOME GOOD THOUGHTS ON AUTHENTICITY, BASED ON STUDEBAKER DRAWINGS.
- **MIKE BARANY** GIVES US AN UPDATE ON THE PROGRESS OF HIS CAR'S RESTORATION .



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