



# 56J ONLY



## THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)

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### Packard V8 Oil Baffles

*From Doug Jackman*

I came across something a while back that I thought I'd pass on – Valve Spring Oil Baffles for the Packard V8s. I had never seen these before, and although they're mentioned in the 56J Parts Book (p. 19, pn 6489127), they're not shown in the drawings. Our 56J is an early car and doesn't have the baffles, so I thought I'd send along some pictures for the edification of others whose cars also lack them. For the sake of clarity I've shown them on an engine without the rocker arm assemblies, and with and without the baffles in place.



**Baffle without the rocker arm**



**Without baffles in place**



**With baffles in place**

**NOTE:** The parts book shows the following:

<u>Part #</u>	<u>Per Car</u>	<u>Description</u>
6489127	4	BAFFLE, valve chamber oil (after approx. 2500 cars) (Also order 2 pcs. of 6489048 washer with each baffle)

### Fuel Sending Unit

*From Bob Kapteyn*

There has been a lot of discussion on both the AACA and SDC websites regarding this.

The screws used were a #10 screw with a very coarse thread almost like a sheet metal screw. These would rust and would not tighten very well. I used some Teflon thread sealing compound that both sealed the screw and lubricated it so it could be tightened more.

The gaskets that are being sold by most of the vendors are reproduction made from neoprene. These gaskets are too hard and will sometimes not seal. Use the original cork gaskets as Studebaker designed it originally.

There was a special washer used under screw head Studebaker part number 187763. This is a soft copper washer that would crush and seal the head of the screw. These are no longer available but I found a substitute in the Mc.Master Carr catalog #93781A011 (telephone # 630 833-0300). These have a nitrile rubber seal that stands up to gasoline.

They are rather expensive and you have to buy (10) for \$14.00. You can also use a red RTV sealer (from your local auto parts store) on the rubber gasket. Use sparingly, care must be taken not to get it in the tank.

**NOTE:** I ordered a package but the company would only send it by UPS. The shipping was over \$6.00 - FJA

## Fuel Tank Sending Unit

*New Units Are Available*

It all started when my friend Rusty DeFazio inquired about a fuel sending unit for his 1957 Golden Hawk. I told him to contact 56J owner Brent Hagen of Portland OR whose web site is at: [www.StudebakerVendors.com/hagen](http://www.StudebakerVendors.com/hagen).

Brent didn't have the part Rusty needed, but mentioned that it was available from the Atwater Kent Manufacturing Company located in Worcester MA.



**Typical Hawk Sending Unit**

Many people in our 1956 Golden Hawk Owners Register have asked about a sending unit for our cars so I checked the Atwater Kent site at [www.atwaterkentmfg.com](http://www.atwaterkentmfg.com) to see if one was available for 1956 models.

There wasn't a listing for 1956 but I've been told the only difference between a 1956 Hawk sending unit and a 1957 Golden Hawk sending unit is the fuel line. The 1956 unit uses a 5/16" fuel line and the 1957 GH unit uses a 3/8" fuel line.

I decided to see if Atwater Kent could make a unit for the 1956 Hawks but I wanted to be sure that I had my information correct. I contacted fellow 1956 GH owner Jim Bella in North Liberty IN, who has been of great help to me in the past. Jim was able to send me some drawings of the sending unit, part # 1540263.

Armed with this information, I then sent it to Atwater Kent asking if they could produce a unit for the 1956 Hawks. Two days after mailing my letter, I received a phone call from Atwater Kent owner Mike Leveille. He had checked the specifications and said there would be no problem producing the unit.

At present the price is \$145.00 plus \$10.00 shipping to anywhere in the USA, and each unit comes with a one year warranty. This unit fits all 1956 Hawk models as well as the 1957 Silver Hawk. Mike also stated that he can produce sending units from other years if he has an original unit to work from.

Anyone in need of a Fuel Sending Unit, listed in the parts manual at Group 0307-20, Gasoline Gage (tank unit), for their Studebaker, the contact information is:

**Atwater Kent Manufacturing Company,  
12 Jacques Street,  
Worcester, MA, 01603,  
Tel: (508)792-9500,  
Monday - Friday  
9AM - 5PM (EST).**

## 1956 Golden Hawks At Springfield SDC Meet

*By Pete Phillips Leonard, Texas*

The Studebaker Drivers Club national meet in Springfield, Missouri was the closest the meet has been to me (I live in northeastern Texas) since it was held in Austin, Texas, back in 1998. Compared to the total number of cars in Austin, I would say that the numbers were down just a bit this year, probably due to the high fuel prices and state of the economy. I was not able to stay for the entire meet, but I counted five 1956 Golden Hawks on Monday and Tuesday, June 20 and 21.



**For sale for \$4800 in the cars for sale area of the show field.**

This included a black one on a trailer, which was in the "for sale" section of the show field. A sign said the asking price was \$4800 and it was a non-running project car. I'm told that it had an incorrect engine in the car, but a correct 352 went with it, if sold.



**Driven in from Kentucky**

A beautiful two tone blue '56 Golden Hawk was driven in from Kentucky by owner Joe Hall. It's a stick shift car, and Joe told me that it did just fine on the trip.





**This one attracted a crowd for most of the day.**

A freshly restored, two-tone green '56, owned by Joe & Nancy Bacon from Indiana, attracted a crowd of admirers in the hotel parking lot all day long. The car is just as nice under the hood as it is everywhere else.

I hope you enjoy the photos I took of these beautiful Studebakers.



**This doeskin and mocha Hawk came to the meet from Ontario, Canada.**



**A Freshly restored car from Indiana**



**Immaculate interior on the Indiana car**



**The engine was as nicely detailed as the rest of the car.**



**This Golden Hawk was parked in the front driveway of the host hotel, as if to mark the spot for Studebaker owners passing by.**

Parked in the front driveway of the host hotel, as if to flag down any passers-by, was a copper and white Golden Hawk, owned by one of the local members, Richard Phillips.



**Notice the twin radio antennas.**



**Notice the optional spotlight on the driver's door.**

A mocha and doeskin '56 Golden Hawk, owned by Ray Martin from Ontario rounded out the fine group of '56 J-cars at the meet. It is a restored car in immaculate condition.

## **Service Bulletins**

*Now On The Web*

I have been able to convert all the Service Bulletins that have information on 1956 Golden Hawks, to searchable .pdf files. These were uploaded to our web site as well as an Index listing of what is included in each Bulletin.

To view the Bulletins, point your browser to our web site at [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com) Once there, click on Options and then click on Service Bulletins (PDF) located in the left hand column.

This will load the index where you can select the Bulletin(s) of your choice by clicking on the corresponding 3 digit number on the left side of the page.

## Exhaust Extension

*From Richard Atkinson*



Richard Atkinson has been working on getting this 56J Only item reproduced for the past year or so. The exhaust extension is unique to our particular year and model. No other Studebaker uses it and it is also not used on the Packard

V8 models for 1955 and 1956.

He has posted information on this project on the 56J Only Message Forum and many of you have responded favorably. I'm printing the information here so that those of you without Internet access will be aware of what is going on.

Richard needed a minimum count in order to proceed with the project and it appears that he has reached his goal. The minimum order assures that they will be available at a lower price than if that minimum had not been met.

If you would like more information on this, please contact:  
Richard Atkinson richardnatkinson@aol.com  
Top Floor Flat 26 All Saints Road  
Clifton Bristol BS6 7DN UK  
T: 0117-923-8825 M: 07786-258425

## Ultramatic Fluid Level Check

*By Frank Ambrogio*

**(NOTE: This is posted on the 56J Only Message Forum, and is reprinted here for those of you who do not have internet access.)**

I've always had a problem reading the fluid level on the dipstick with the car running at operating temperature. When I insert and remove the dipstick, there is fluid everywhere and I can't get a good reading.

I measured the dipstick length and the reading marks and came up with the following procedure.

1. Get a piece of clear plastic tubing and cut it about 14 inches long.
2. Make a mark at 1/4", 1/2", 1", 1-1/2" and 10"
3. Put your thumb and finger at the 10" mark and stick the long end of the hose into the filler tube, stopping when your thumb touches the filler opening.
4. Pull the tube out and check to see where the fluid level is in relation to the marks you made in step 2.

1-1/2" = Full  
1" = Add 1 Pint  
1/2" = Add 2 Pints  
1/4" = Low

I've been using Dexron and Dexron/Mercon in my Ultramatic since 1983.

## Mail Bonding

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



**K Victor Smith** May 24, 2011

I just read your article re: 6032401. J. R. Stanley was a good friend of mine for 35 years or so. I was with him when he bought 6032401 near Greensboro. The owner said the engine had been replaced with a 320 CID Packard(or Hudson) engine. John(J. R.) was a car speculator and bought and sold many cars including several Studebakers, never keeping a car for very long. He lived in Winston-Salem, never Gastonia, and died last year.

The fellow he bought the GH from also was selling a very nice original '64 GT Hawk R-2, 4 speed, black with black interior for \$1200. The GH went for around \$900, I believe, but was not nearly as nice as the GT. The GT went to a friend in SC, then to Craven Ford of Alamance, NC and then to Truette Ray of Raleigh, NC who still has the car. I rode to South Bend for a National Meet with Craven Ford in the GT. In the '80s I bought a 56J at a Studebaker meet in Raleigh put on by Truette Ray (Regional Director at the time). The car was bored out to 374 with Overdrive and a 4.56 rear end and had been partially restored. Truette had owned the car at one time when it had the 2-four barrel setup.

To make a long story short, I didn't keep the car long and sold it to a fellow in the eastern part of the state. I saw the car a year or two later and it was restored. It was gold and white(early paint scheme). I hate to say that I failed to keep the serial number but hope that the car has survived, I never titled it in my name.

**Deacon Bill Ladroga** June 3, 2011

I don't know if you've ever bought one, but I just bought a new Ultramatic shift indicator from Bondo Billy. What a piece of art! It's beautiful!





Have you ever had one of your window "flippers" rebuilt? The one on my passenger's side is missing the felt "cat's whisker" on the front part of the flipper that goes over the vent window. I've attached a photo. It was taken lying on my back in the front seat and taking the shot from underneath and towards the roof.

## Deacon Bill Ladroga August 22, 2011

Just to let you know, I bought the gas tank sending unit gasket from Chevs of the 40's, 1605 NE 112th St., Vancouver, WA 98686, telephone 800-999-2438, www.chevsofthe40s.com. It's part number 1516061 31/54. The cost to Sarasota was \$2.25 and \$7.78 for shipping(!) It's a combination cork/rubber compound. Even the five pre-punched staggered holes are correct for the 56J.

## 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.*

571 Martin Rumfelt San Antonio TX	SN 6800035 Prev Owner Steve Williams
572 Joel Young Republic MO	SN 6032947 Prev Owner Daniel Young
573 Gordon Harlander Santa Rosa CA	SN 6031833 Prev Owner Gwin Stumbaugh
574 Leo Schigiel Miami Beach FL	SN 6031971 Richard Lindsey

**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"

**NOTE:** Special notes and recurring items.

**EMAIL CLUTTER:** I easily get 100s of messages a day, most of which are useless and interfere with the more important items. Please do not send forwarded mail to me. I just can't read it all. This includes anything not 56J related, especially jokes, E-cards, political and religious messages. Believe me, if you send it, I'll get it from 10 others also. Far too much aggravation for me!!!

**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. If you are not able to view it on the web site, let me know and I'll send it as an attachment.

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.

**Notice:** All prices indicated in the want ads are subject to change. ALWAYS check with the person or vendor for the latest information on pricing, shipping and availability.

### Cars

**Wanted:** 1956 Golden Hawk with Standard/Overdrive transmission in finished or near-finished condition. Contact: Ron [rstid@yahoo.com](mailto:rstid@yahoo.com) (12/2010)

**Wanted:** 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](mailto:KL4215@att.com) 203-683-8406 (12/2010)

**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. \$7500. Snohomish, WA. Fred C. Howard, 360-568-1488, [galaxie500@roadrunner.com](mailto:galaxie500@roadrunner.com) (12-2010)

**For sale:** 1956 Golden Hawk, 6031268, Packard engine with two fours, Overdrive on the column, no power steering and no power brakes but complete. Runs but needs restoration. \$4995. Gary Shaw, Tennessee, home 423 257-8235, cell 423 426-1356. (07-2010)

### Other

**For sale:** NOS V/8 oil pumps A combination of NOS



output side of new pump (6492430)



output side of old style pump (440662) (09-2011)

and newly machined parts to make up a late oil pump. Does not include a bottom plate. **\$349.00 + 15.00 shipping** Roscoe Stelford 15N119 Reinking Rd Hampshire, IL 60140 Tel: 847-464-5119 Email: Stelfordsinc@aol.com

**For sale: 56J Parts: New!** Hawk Hydrovac mounting Brackets \$75/set, Hawk under dash tissue dispenser mounting bracket \$30, Upper & Lower Radiator Hoses \$20/ea, Fan & PS Belts \$10/ea, S/S "Check-Mark" mounting brackets \$15/pr, Speedometer Cable \$50, Ultra Front Seal \$10, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, 160 deg Thermostat \$5, Inner Fin mouldings (C-Chrome w/mounting clips) \$75/pr, Sparkplug Wire Bracket Rubber Grommets \$2/ea 56J Tune-up parts: Premium quality solid core custom 56J & Packard engine spark plug wire sets. Please specify wire bracket type- early finger-type or later grommet-type, and single or dual carburetors. Cost is \$56 + \$10 shipping. Points \$6, Rotor \$10, Condenser \$7, Dist. Cap \$5-\$10-\$15, Spark Plugs \$15 (set of 8), Carburetor repair kits \$40 . Sample of NOS parts available: Jack Base, Jack Handle, Dip Stick, Tie Rod Ends, Hood Spring Set \$28, 1956-58 Hawk window regulators, Ultra tail shaft seal \$10, Packard Exhaust gasket set/\$25, 56 Hawk trunk lock housing \$75, 56 Hawk front fender spears \$85ea/\$165pr, 56 Hawk Inst lite sw \$25 & Climatizer sw \$30, 56-64 Hawk RF fender ext \$35, Window cranks \$25, Inside door handles \$35, 12 Volt Sparton Low tone horn \$75 B/U Lites (inquire) Many More Available-Inquire. Rebuilt parts: 56J Starters \$225 & 56J Generators \$175 (\$75 core). Tach sending units available, Water Pumps \$95 (your core appreciated), Hood latches \$50 Used Parts: Lots of trim, switches, gauges, sheet metal, etc. Please Inquire. . Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: [ghawk352@effectnet.com](mailto:ghawk352@effectnet.com) Tel: 971-219-9687. Web site: [www.1956goldenhawk.com/hagen](http://www.1956goldenhawk.com/hagen) (05-2011)

**For sale:** Many used 56 J Parts, Hawk doors and rear quarters. 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 or email [studebaker56j@mac.com](mailto:studebaker56j@mac.com) [www.studebakervendors.com/midwest](http://www.studebakervendors.com/midwest) (12-2010)

**For sale:** Set of near perfect fins. I restored 2 56J's using three cars. The third car was junked due to frame and body issues but it did have good fins and stainless (no usable check marks) and other parts. The fins were carefully restored, primed and ready to install. Will consider offers but shipping might be costly because of

size and packing requirements. I will deliver parts free to York. [renda1007@yahoo.com](mailto:renda1007@yahoo.com) (12-2010)

**Wanted:** High tone horn for my 56J. Bill Ladroga, (941) 378-7070 [ladroga@juno.com](mailto:ladroga@juno.com) (12-2010)

**For sale:** Packard Oiling System Parts and Upgrades 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. **Cam Retainer Plate and Spacer** - The factory engineers redesigned the oiling system to ameliorate the lifter clatter problems. The second-design cam retainer plate and spacer has been remanufactured in A2 tool steel and is now available. Don't rebuild your Packard V8 without it. - \$75. **Oldsmobile V8 Oil Pump Conversion Kit** - \$210, Oldsmobile V8 Standard Duty Oil Pump and Pickup - \$100, Oldsmobile V8 High Volume Oil Pump and Pickup - \$150, **Packard Engineering Oil Pump Relief Valve Dump Tube** - \$25, **Re-Manufactured Packard Oil Pump** - Vacuum Pump replaced by a 1/2" cast iron bottom plate and triple the bearing area - \$350 and exchange of your pump. **Neoprene Rear Main Seal** - \$25, **Re-enforced Front Balance Damper and Neoprene Seal** - \$100 and exchange of your damper. **Rebuilt Water Pumps** with improved seal and bearing. - \$100 and exchange of your pump, **Send cashier's check**, money order or PayPal to: Jack Vines, 3227 E. 28th Avenue, Spokane, WA 99223, [PackardV8@comcast.net](mailto:PackardV8@comcast.net) Studebaker-Packard V8 Limited, 509-535-8610 (12-2010)

**New Radio Dial Glass** for 1956 and 1957 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like the original, \$25 + \$4 shipping. **ALSO: Rebuilt Packard water pumps** for sale \$95, plus \$11.00 for shipping, (your core is appreciated). **ALSO: Tachometers & Tachometer Sending Units:** I can repair most of these. I also rebuild sending unit to tachometer interconnect 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](mailto:ghawk352@effectnet.com) [www.1956goldenhawk.com/hagen](http://www.1956goldenhawk.com/hagen) (05/2011)

**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](mailto:rimpres@earthlink.net) (12-2010)



1956 Sky Hawk and Golden Hawk headliner trim bows!! One set consisting of 3 pieces with ends tapered. \$89.95 per set (includes shipping). Contact Myron McDonald at 417-678-4466 or cell 417-229-2603 (05-2010)



**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)

**Reproduction Tail Light Housings.** Left and right side. **Parking Lamp Socket and Cable** part #1312869. **Exhaust extension. AC-2754** Originally available on 1956 Hawks and station wagons. Chrome finish. **1-104 Oil Filter Decal. 1-083 Valve Cover Decal** (need 2). **1562457 Front brake drum**, finned complete with hub, cups, & studs. For pricing, shipping fees, and availability, contact: Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891 [www.studebaker-intl.com](http://www.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. (05-2004) [www.shrockbrothers.com/steering\\_wheels.html](http://www.shrockbrothers.com/steering_wheels.html)

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



\$40.00 + S/H

**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.



**AC-2799 reproduction Spoke Type hubcaps.** \$500.00 per set plus shipping. **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 your car's 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](mailto:rtq11@aol.com)



## 56J Club Items

*All Proceeds Help Maintain the Register  
Items can be ordered on-line through our web site*

**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



\$20.00



\$11.00



\$11.00



\$11.00

**1956 Studebaker Passenger Car Manuals on DVD. (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 Golden Hawk Restorers Guide on DVD** Contains a video version of the Authenticity Guide.

\$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***

- **Doug Jackman** supplies information on a valve spring oil baffle..
- **Bob Kapteyn** provides information on the screws and washers on the fuel sending unit.
- **Fuel Tank Sending Units** are now available from Atwater Kent Manufacturing Company of Worcester MA.
- **Pete Phillips** gives a short report with photos of the Studebaker Drivers Club meet in Springfield MO.
- **Studebaker Service Bulletins** are now uploaded and viewable on our web site, with searchable text.
- **Richard Atkinson** is working on having the "S" shaped exhaust extension reproduced.
- **Ultramatic Fluid Level Check** Here's another way to check that might be easier and more accurate.
- **K V Smith** has more information on 1956 Golden Hawk Serial Number 6032401.
- **Bill Ladroga** is happy with his shift quadrant purchase and asks about the window flipper. He also provides information on a substitute gas tank sending unit gasket.
- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice with this issue. You must respond or you will be dropped from the mailing list.
- **Please do not forward email** to me that is unrelated to our purpose. I just can't keep up!!!



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

PLACE  
STAMP  
HERE

**MAIL TO:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

