



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Reality Check

Get A Move On, Or Just Move On

I bought 56J #1 in October 1983. It was a complete car, but it needed to have everything rebuilt or replaced. Tom, the previous owner stopped driving it in 1968 and the car sat for the next 15 years. His plan, like so many before him, was to restore it "someday". Well, someday never came for Tom. He finally accepted that fact and sold the car to me. It took a year from the day I first contacted him till I made the purchase and towed the car to my home.



I could have easily had the car finished in less than two years except for a persistent valve lifter noise. I didn't want to paint the car and then possibly have to pull the engine again. It took five years, before I eventually solved the lifter problem. I think we are all familiar with that problem now which I documented in Issue 001, but very few people knew about it back then. At that point, I had the car painted, the interior completed, and I was ready for the shows.

The car is not a 400 point show winner, but I like to think it would score at least high enough to earn a third place award at an International SDC Meet. I will never know as I don't plan to take it to a future meet. It is, however nice enough to be competitive in local mixed make shows as well as any Studebaker gatherings. It is also mechanically sound enough to drive on a regular basis.

My point here is that far too often, old car projects sit for decades waiting for their owner to get started on the restoration. In my experience, 90% of the time, that will

never happen. If you've had your car for more than 5 years and haven't made an honest attempt to get it on the road, you're probably never going to get there. There are exceptions of course, but they are rare. One of these is detailed by Larry Prater a little later starting on page 3.

I've heard all the excuses: Once the kids are out of school... When I retire... After I cash in my CD... These are all valid sounding excuses, but the real truth is that the owner just isn't motivated. After completing my car, I believe there are only two things needed to restore a car. Motivation and money. Many people say they just don't have time, but if you have the money, you don't really need a lot of time.

Need the engine rebuilt? Get the car towed to the shop and give the owner/mechanic a list of parts suppliers along with any parts you've already procured. Transmission trouble? Same process. Not much of your time involved in either case, just money.

You only need time if you plan to do all or most of the work yourself. If that's the case, the extra time means you can get by with a lot less money. Either way, you still need to be motivated.

I think too many owners lack the motivation because they think they have to do a total frame up/body off restoration. That is simply not the case most of the time. This type of mind set is the most discouraging aspect of any restoration project. You don't need to spend \$120,000 restoring a car that will be worth \$45,000 when finished. A less ambitious plan of attack would save a bundle of money and the car will probably still be worth \$30,000 to \$35,000. Can you say, No Brainer?

Unless you are really into awards and top quality judged shows, you're just wasting your money on a full blown restoration. Plus you're depriving yourself of the fun of enjoying the car. What do you do with the car once that expensive, total restoration is finished? Don't get me wrong. I love to see a beautifully restored car that will achieve a perfect or near perfect score at a show. I applaud anyone who can do this. That is not only motivation, but dedication. But I ask you, is that the position you are in, with your car? Is it?

Ask yourself what you want to do with the car once it is restored. Do you want to keep it in a controlled environment, trailer it to shows, and win best of show awards. Then by all means, go all out on the restoration. But if you want to drive the car to nearby shows and be somewhat competitive, drive it on weekend mornings to keep it running, and enjoy participating in other old car functions, maybe the full expensive restoration isn't the answer.

Very few spectators at car shows get down on their hands and knees to look under a car. Is it really that important to remove the body and powder coat the frame? The only time I've ever looked at the undercarriage of any show car was when the owner placed mirrors on the ground under the car.

Most people only look at paint, chrome, and interiors while a few check out things like weatherstrips, fit and finish. If you opt to raise the hood, they'll look at the engine compartment. I'd guess the average spectator spends less than a minute looking at most of the cars in a show. They probably spend a little longer, maybe 2-3 minutes looking at a car that has special appeal to them. They'll spend even more time if they get into a conversation with the owner or other spectators.

In my particular case, the watch phrase was, "one step at a time". Despite sitting for fifteen years, we got the engine started before the tow truck arrived. During the next week, with my limited mechanical experience, I stuck with the simple things. I replaced the hoses and belts and then tackled the spark plugs. The condenser and rotor were simple enough, but I enlisted help in changing the points. I did each one separately and started the car to make sure it ran before attacking the next part of the ignition. If it didn't start at any point, I'd know which component was the culprit.



Next came the brakes with my Brother-In-Law doing the work while I played the role of the "gopher". In two weeks, I had a car that looked like crap, but started, ran, and stopped. More importantly, I felt it was safe to drive. After that it was just a matter of attacking one thing after another. First I had the front end bushings replaced. I got

side tracked after that as the transmission started slipping, but eventually, this was remedied.

The exhaust system was repaired, and cheaper (blemished) tires were added. As this was my first experience with an old car, I had the engine rebuilt. I don't really know if that was necessary for the 1000-1500 miles I put on the car each year. But back in the mid 1980s I simply didn't know any better. I was working and had the money, so the engine got a rebuild.

Within a year, the car was probably ready for paint and upholstery. As I said earlier, the lifter problem prevented me from going forward, but had this not been a problem, I would have been done before the end of the second year. I was motivated, and I had the money. The money drain was easier to withstand as it was spent over a period of time.

It's funny! I spent more money on the car getting it ready for paint and upholstery, yet the car still looked like a piece of junk. Painting cars in the 1980s was not the involved process it is today. The body shop repaired the few rust spots, removed the fins, made any repairs necessary, and smoothed out the body. The \$2200.00 dollar paint job which included re-chroming the bumpers, was the most dramatic change in the car. It took about three months, but it was well worth the wait.

Suddenly, it looked absolutely stunning even without the wheelcovers and side trim. Once those items were added and the interior finished, the restoration was basically complete. Through the years, I've upgraded some items such as the steering wheel and stainless exhaust, but the basic restoration still took less than two years.

As I said, it's not a 400 point car. But it was good enough to be on the back cover of Turning Wheels in 1996 as well as appear in nine calendars and three books. It also graces the cover of our 1956 Golden Hawk Parts Catalog. So I ask you, how good does your car have to be?

I've enjoyed driving and showing this car for the past quarter century. Many owners have spent as much time, and more, planning to restore their car *someday!* I wouldn't trade those years for anything.

It would have been cheaper to buy a car that was already completed, but I didn't have that much money to spend at one time. The restoration probably cost twice what the completed car would have cost, but I spent the money a little at a time. Plus, I wanted to save the car from sitting for another fifteen years, or going to the crusher. I read somewhere a long time ago, that of every 10 cars that are ready for restoration, only 1 gets done. If that's true, I'm happy I was able to land in that 10% group.

If you're not motivated to get moving on your project, maybe it's time to just move on! Maybe the next guy will do it!

Motivation Was All I Needed From Tom Snyder

As of today (11-6-13) the 56J is on the road. I know it had been "out and about" a few times once a year until 5 years ago. I at least ran it once in a while but not seriously enough, obviously. The last serious time was in the movie "Field of Dreams" in the last shot with over 1500 other cars in 1987 and then in a 1988 parade in my home town. The joke I use is, the gas in tank was \$.35 gallon gas. I just know that it sat way too long.

Early this Spring, I had to replace the radiator, as originally we thought it could be repaired but turned out to be tin foil in disguise. That was not the original, as that one was bad when I bought this car in 1970. That in itself is worth another story!!! Also added was an electric fuel pump, as the mechanical fuel pump diaphragm and check valves were very bad

As you know, what started as a disc brake conversion turned into a real education. After the brake job, the gas tank was gross and leaking. The Carb was totally rebuilt by CarQuest as it was ruined by the gross gas, and the fuel sending unit was shot. My mechanic (A 34 year old ex-student) made a new gas tank.

Dwayne Jacobson found a new sending unit. Studebaker West sold me a new water pump (mine was rattling and leaking). Then it was finally running on 3 cylinders with 5 Bent push rods and totally mashed hydraulic lifters.

Removed the heads to find a perfectly almost new engine with a defective head gasket that was leaking which was hidden under the valve cover under the intake manifold. Rosco Stelford sold me the new head gaskets, and other needed gaskets, and push rods. The Chrysler 318 lifters fit and work fine bought through NAPA. The leaking head gasket was because of incorrect replacement in its past life with dried shellac and an exhaust bolt that was so long it trapped a head bolt that was not properly torqued.

The education was to never use Ethanol in an older car and make sure it is used and enjoyed to keep it happy and healthy.

I almost had to pry the keys from my ex-student and had to answer a lot of questions from the 16,000 people (seriously) who were attending the 36th annual Farm Toy show this last weekend here in Dyersville. The Stude sat proudly each day on the drive at the mechanics, waiting for more parts as each new problem came up.

I also found a perfect match to the Red/Orange for the engine color. It is a Chrysler red, one shade redder than the Chevy red/orange that is not quite correct.

I also replaced the rear Pinion Seal (differential seal for the driveshaft). It had a National number, but the number on my bill is 15788. Here is the name and number of the red/orange for the engine that appears to perfectly match my old engine paint. Dupli-color DE1632 Chrysler Red.

One issue appears to be a few "fish eyes" on the heads and one valve cover. Sand blasting and lacquer thinner did not solve it even with a perfect coat of primer. We don't know if the problem was in the metal or the paint. I want to acknowledge the following for their absolute and great support:

- Kevin and Mike from a company KDLife???? Who rebuilt a lot of old stuff including fuel sending units for their help over the telephone and emails.
- Dwayne Jacobson for Headliner material, fuel sending unit, emergency brake cable and handle, OD cable
- The local Carquest auto parts for carb rebuild, electric fuel pump, various hoses and clamps
- Local NAPA store for the Hydraulic lifters, engine paint.
- Roscoe Stelford Hampshire, Ill – old Packard dealer- for the pushrods, Packard valley pan gaskets and Head gaskets.
- Studebaker West for the water pump.
- The local car restoration company –Auto Tech- for the new radiator.
- Zenner Machine Custom Engine Machining Parts, Dubuque, for valve cover gaskets.
- Turner Brakes for the disc conversion kit.
- Local mechanic Mike Duetmeyer and his sidekick, Nick Kamp – ex-student of mine- who was fantastic in the brake conversion, engine redo, and construction of the new gas tank.
- The new dual exhaust was done by Jeff Reinart, a local custom exhaust mechanic and the cast iron manifold was repaired by another local ex- student of mine who does custom farm equipment welding.

Last but not least was the support and push from Pat, my wife. Otherwise I would have been 105 years old and still not done much except procrastinate. Her push was because we were married in a 1959 Silver Hawk. That is part of the next story on how this "56 was found in 1970.



The '56 was originally midnight black with cardinal red and black interior. In 1987 I put two fiberglass fenders on and had it repainted In 1988 with a 1988 Oldsmobile grey metallic by a local body shop, Kroeger body shop. My wife and I redid the interior in two tone grey.

MY Stude has the best sounding new dual exhaust in the world! It sure is pretty with the duals out the back. I believe it sounds like yours on the video when you are driving with camera in hand. Flow master is the name of the mufflers. Man is this great!!!

**One Of The Exceptions
The 10% Solution
From Larry Prater**

I thought you would like to know another 56 GH is back on the road. I bought my car in September 1970, not running. (6031639, Body # 1969, Engine # S2673). When I tore it down it had one bad rod bearing and the 3 speed OD gears were bad. It was originally an automatic car. I had the crank turned .001 and bought a set of .001 under bearings. The car then sat in my dad's barn for about 4 -5 years until he got tired of it being in the way. He towed it down in the field where it sat for a year or so. I later towed it to my house.



As with a lot of people life happened. We had three kids and the Hawk just sat. We moved after 16 years to a house across the road from the barn where the Hawk was torn down. It was towed again, and put in a shed to wait for more years.

In 2004 I built a shop and moved the Hawk in. My oldest grandson helped. (He was almost 5) He said that no one would drive this car again because it's too tore up. I told him I was going to fix it up. His reply was, "Everyone will be dead by then."



I retired June 2011 and started working on the Hawk steady. I had gathered up a few parts I knew I would need. It is surprising how dirty and rusty parts get laying

around for 40+ years! The Hawk first moved under its own power Easter week of 2013 and the first passenger was my unbelieving grandson who was now 13. I painted the Hawk a little darker green with metal flake and white.

It has a 56 Clipper-Ultra, which I bought out of an antique salvage and put in new front and rear seals. I was pleasantly surprised when it worked. Brent Hagen helped with a lot of small parts to get everything working. Only the clock and radio aren't working. Myron McDonald helped get some parts and put a good sounding exhaust system in.



I have driven the car in the local 4th of July and Christmas parades, taken it on a Fall Cruise, and two car shows (only Stude at one of them). Everyone loves to see it. I could write a lot more, but everyone will be bored reading this much. The Hawk was parked in 1968 and so it was off the road for 45 years.

**New Headliners Available
From Loga Enterprises**

We now offer perforated headliners for your 1956 Hawks. Each piece is carefully cut from new perforated hardboard in the correct hole pattern. Pieces are pre-form fitted for the edges and painted Phantom White. Cost is only \$345.00 a set plus shipping via FedEx. We can also ship to Canada via US post. Call Loga Enterprises at 715-832-7302. Email: logaent1@clearwire.net

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Here We Grow Again

If you move, please remember me when you send your change of address information.

- | | |
|--------------------------------|-------------------------------------|
| 605 Russ Carnes Havelock ON | SN 6030654 Prev Owner Sam Stupp |
| 606 Sean Cooper Clay NY | SN 6800022 Prev Owner Bob Cooper |

- 607 Terry Gerard SN 6031098
Baltimore MD Previous Owner Sheila Beall
- 608 Shannon Bruffett SN 6032350
Tampa FL Prev Owner Earl Pasbach
- 609 Terry Rone SN 6031942
Bloomington IN Prev Owner (unknown)
- 610 Dennis Reiss SN 6032569
Fulton IL Prev Owner Don Brewer
- 611 Stanton Watts SN6032931
Fishers IN Prev Owner J E Foley
- 612 James Hales SN 6030360 & 6800299
Burlington IA Prev Owners G Barff & J Muerer

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.*

How Many Are Left?

1956 Golden Hawks Registered/Reported/Scrapped

| | |
|-------------------------------------------------------------------------------------------------|--------------------------------------------|
| 240 | Registered Owners |
| 299 | Cars Registered By Owners |
| 303 | *Cars Reported But Not Registered by Owner |
| 602 | Total Cars Registered plus Reported |
| 39 Additional Cars Reported as Scrapped | |
| * Includes cars previously registered but dropped afterwards, due to non-response by the owner. | |

Mail Bonding

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



Brent Hagen May 22, 2013

I have the parts car 6800145 almost stripped in the engine compartment. Only thing left to pull in the engine compartment is the power steering column. It would have been removed by now except for the constant rain. An interesting thing about this car is that the engine had a forged crankshaft. Have you ever seen one?

I will take a picture of it standing next to a cast Packard crank shaft. I am told they are ultra rare. The service bulletin mentions that they made some due to the fact that they ran out of factory cast crankshafts. It is much cheaper to cast crankshafts than to forge them, but for low number production it was probably cheaper to have them forged.

Forged cranks are stronger because they don't have the hollow journals. I wonder how many they forged? Maybe Andy Beckman or Richard Quinn know?

Shannon Bruffett November 6, 2013

It was a pleasure to see you again at the Florida State Meet. The only disappointment being I didn't get to see your car! I registered mine on your website just now. If you know of someone looking for a restoration candidate, feel free to put them in contact with me. I really would like to see this Hawk back on the road, but am uncertain as to whether I will ever be able to accomplish that. I look forward to seeing you again soon.

James Hales January 12, 2014

Groucho Marx said, "I don't want to belong to any club that will accept people like me as a member." That couldn't be farther from the truth for me with regard to this group. I can tell that this is a quality group whose collective brains I look very much forward to picking. I'm a newbie at restorations and felt compelled to resurrect one of the most majestic automobiles of all time, the 1956 Studebaker Golden Hawk. I remember the first time I saw a 1950 Studebaker Commander. That bullet nose stopped me dead in my tracks and I instantly said out loud, "How cool is that!" So, as I began flipping through internet photos trying to decide what vehicle to bring back to life next, my eyes suddenly fixed on a 1956 Golden Hawk, and I thought to myself, once again, "How cool is that!" I take comfort in what a wise man once said, that the only stupid question is the one that goes unasked, and I trust you do too. So, thanks in advance for allowing me to join and helping with the restoration.

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!!!

✓ **56J ONLY Message Forum** Started by owner Scott Reid in July, 2002 for owners and fans to exchange information. Click on **56J ONLY Message Forum** on our home page.

NOTICE: *If you want to contact me 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. Scan the QR Code with your mobile device.



✓ **56J ONLY, Electronic Version** of the newsletter is in color, and undamaged in transit. If you would like to receive it electronically, **and save me a buck**, let me know and send me your Email address. I will send you a notice when 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. **Let me know if you prefer to receive it by mail.** The mangling, ripping, and stains are free.

Wheel Estate

Our infrequent printing schedule means ads may be a year old. Please let me know if a transaction has been completed. All prices are subject to change. ALWAYS check with the person or vendor for the latest pricing, shipping, and availability.

Cars

For sale: 1956 Golden Hawk in restorable condition plus all the premium quality NOS parts (collected over a 20 year period), plus specialty parts to restore it to concours quality. Entertaining offers between \$20k and \$30k. Contact Bo Markham at 352-528-3304 or bomarkham@embarqmail.com (11-09-13)

For sale: 1956 Golden Hawk for Sale. 352" Packard V8, automatic transmission, PS, PB, radio, Green/White, damaged front fender and cracked passenger door window, Serial 6800570, \$8000.00. George Vranich 724-866-7087. (09-2013)

For sale: 1956 Golden Hawk. Gold in the center & White on the roof and lower body. Asking \$17K, I could provide the full set of photos to anyone interested or you can see them on the 56J web site. Elaine Kordyban 6413 Wager Dr Rome NY 13440 phone 315-339-4847 email ekordyban@yahoo.com (01-2013)

For sale: 1956 Golden Hawk body number 96. Early mocha/doeskin paint, auto, PS, PB. Driving and enjoying condition. Call Gary at 503-269-5513. Needs a new home that will drive her more! \$25,000 obo! (09-2012)

Other

For sale: 56J Parts: New!: Mechanical Brake Light Switch \$12, 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 \$20, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, 160 deg Thermostat \$9, Inner Fin mouldings (C-Chromew/mounting clips) \$95/pr, Sparkplug Wire Bracket Rubber Grommets \$2/ea 56J Tune-up parts: Premium quality solid core custom 56J & Packard engine spark plug wiresets. Please specify wire bracket type- early finger-type or later grommet-type, and single or dual carburetors. Cost is \$56 + \$12 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: Fenders (inquire); Rear motor mounts \$65; R. Hood Hinge \$40; Dip Stick, Tie Rod Ends, Hood Spring Set \$34; 1956-58 Hawk RF window regulators: LF \$150 RF \$100; Ultra tail shaft seal \$20; Packard Exhaust gasket set \$25; 56 Hawk trunk lock housing \$85; 56 Hawk front fender spears \$85ea/\$165pr; 56 Hawk Inst lite sw \$35, Climatizer sw \$35; 56-64 Hawk RF fender ext \$35; 12Volt Sparton Low tone horn \$85,

Rebuilt parts: 56J Starters \$225 & 56J Generators \$175 (\$75 core); Rebuilt water Pumps \$95 (your core appreciated), Rebuilt Fuel Pumps \$95 (\$75 core charge); Hood latches \$60, Revulcanized front motor mounts \$200/pr (exchange), Stainless wheel mouldings,

Used Parts: Lots of used 56J trim, switches, gauges, sheet metal, etc. Please Inquire. **Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800.** Email ghawk352@effectnet.com Ph 971-219-9687. (04-2013)

For sale: PerTronix #1382 and PerTronix II #91382 Ignitor for Autolite IBJ-4001C & E distributors.

Matt Rosa Ponderosa Mustang, 850-857-1084
FORD6566@aol.com www.PonderosaMustang.com
Mention "Golden Hawk Newsletter" (01-2013)

For sale: 1956 Sky Hawk and Golden Hawk headliner trim bows. One set consisting of 3 pieces with ends tapered. \$89.95 per set (free shipping). Myron McDonald, 417-678-4466 or cell 417-229-2603 (01-2013)

For sale: Large stock of Studebaker parts, 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. Over 40 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet IL 60432, 815-722-7262, Email: studebaker@mac.com (01-2013)

Adhesive Vinyl Inserts, for

AC 2799 wheel cover. Enough for 4 hubcaps, with spare inserts. \$27.50 includes directions & shipping in continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone or Fax: 308-235-3386 rmpres@earthlink.net (01-2013)



Recast Steering Wheel PN 1540647, white, 17" just like the original. Contact us for price. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. (01-2013)

www.shrockbrothers.com/steering_wheels.html

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.

ALSO

Ultra400 Automatic Transmission Conversion

for your 1956 Golden Hawk to a TH400. Enjoy the difference and confidence. No puking overflow. More power to the wheels. Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132, Tel 800-775-7077. (01-2013)



For sale: Packard V8 engines built to your specifications. I have a completely rebuilt 352" long block in stock for \$2995.

ALSO

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 \$10.00 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. Reinforced 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 Packard V8 Limited. 509-535-8610. (01-2013)

For sale: **New Radio Dial Glass** for 1956-57 Studebaker Delco radios, including 56J's. Accurate reproduction dial glass, just like original, \$25 + \$4 shipping. **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. **Transmission Puke kit-II:** Stop fluid from belching out of dip stick tube on start up. \$5 ppd. Brent Hagen, 6220 SE 55th Ave, Portland OR 97206-6800, phone 503-771-0604 Email ghawk352@effectnet.com www.1956goldenhawk.com/hagen (01-2013)

For sale: **AC-2754 Exhaust extension.** Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and prevents gasses from marring car finish. ea. **1-104 Oil Filter Decal. 1-083 Valve Cover Decal** (2 required). For prices, shipping fees, and availability, Studebaker International, 97 North 150 West, Greenfield IN 46140-8562, 317-462-3124, FAX 317-462-8891, Website: www.studebaker-intl.com Email: jim@studebaker-intl.com (01-2013)

For sale: 1956 Hawk Taillight Lenses #1312681 reproduction, excellent quality. 1540137 Wiper Switch Reproduction. 1540135 Headlamp switch reproduction. Other parts as well at <http://www.StudebakerParts.com> Chuck Collins, 2410 W. Freeway Ln., Phoenix AZ 85021 602-995-5311, chuck@studebakerparts.com (01-2013)

For sale: New, reproduction Fuel Tank Sending Units are available from KM Lifestyle, 12 Jacques Street Worcester, MA, 01603. Call (508)792-9500 Monday - Friday 9AM - 5PM (EST) for prices or visit their web site at: <http://www.mykmlifestyle.com/> (01-2013)



For sale: Many used 56 J Parts, Hawk doors and rear quarters, Packard V-8s, 3spd overdrive setups, Power steering pumps. 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 Dr, Junction City, WI 54443. Phone 715-572-7292 email- studebaker56j@mac.com (11-2011)

56J Club Items

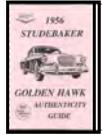
All Proceeds Help Maintain the Register
Some Items are **free** to view or download on our web site or can also be ordered on-line



\$38.00

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).

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



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In this Issue

- **The project car.** Is it time to face the facts? How long has your project been stalled?
- **Tom Snyder** with a push from his wife, has his 1956 Golden Hawk back on the road and getting lots of attention.
- **Larry Prater** has his 1956 Golden Hawk on the road after 45 years.
- **Loga Enterprises** has reproduction headliners for 1956 Golden Hawks and Sky Hawks.
- **Brent Hagen** has a 1956 Golden Hawk with an engine that has forged crank shaft.
- .

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