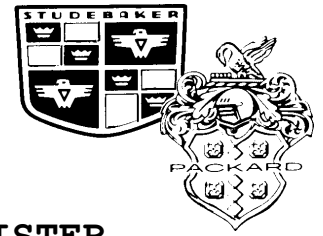


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site www.1956GoldenHawk.com

NUMBER 042

ESTABLISHED JANUARY 1, 1989

JUNE 2002

WINDOW PRICE STICKERS

Another new item is now available for 56J owners

Richard Quinn is offering a new item for sale: it is a window price sticker with all the information for your particular car. I've included a copy of the one Richard did for my car, so you can see how it looks. If you would like to see the same item in full color, and have web access, just go to the 1956 Golden Hawk web site at www.1956goldenhawk.com. Here is a little more information, from Richard:

Window price stickers were not mandated by the federal government until the 1959 model year. It is, however, nice to have something of this type to display at shows and other events. The stickers show not only all the options and accessories but also the prices for same. The general public is usually incredulous at how "inexpensive" things were in 1956!

The design of the sticker you see here represents what Studebaker might have done had they made one for the 1956 Golden Hawk. It is based upon the general design of stickers which were actually done during the period 1959 thru 1966.

If you are interested in having one done for your 56J you only need send \$40 along with the serial number and the 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 appropriate information. I have all the prices so this will not be required from you. (See color version on the web site.) If you have any questions I can be reached at: <rtq11@aol.com> telephone 708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448

I received my two 1956 Golden Hawk die-cast models from the Shrock Brothers in early April. I purchased two models, one in the Mocha/Doeskin combination, and the other in the Mocha/Snowcap White combination. These are the same as the two full size cars I own.

My first reaction was that they were a bit small. At, I believe, 1/70 scale, they are about 3" long. However, size isn't everything. After looking over my new toys, I came to realize that a lot of work went into them. They have white wall tires, a good representation of the Spoke Type wheelcovers, an interior, steering wheel, and dashboard. In short, it is the best die-cast effort, of this model, I've seen.

I have two other 1956 Golden Hawk models. One is a 1/43 scale, and the other is a 1/25 scale with a friction motor. Both of those, in my opinion, are junk. Blackwall tires, and an ugly dish for a hubcap do nothing to improve the model. Add to that, the fact that they both show a "B" pillar, something that a "hardtop" wouldn't have, makes the models very unattractive.

The Shrock Brothers' model is true to the Hardtop design, with nice touches of chrome, and a good attention to detail. I am more than happy with my purchase, and I want to thank the Shrock Brothers for adding this model to their lineup.

As far as I'm concerned, it is simply the best model 1956 Golden Hawk going. Maybe this model will encourage other die-cast manufacturers to come out with, perhaps 1/43 scale, or larger versions.

ELECTRONIC IGNITION CONVERSION

New solid state breakerless unit from John Brooks works great

SHROCK BROTHERS DELIVER

New 1956 Golden Hawk die-cast model

I reported on the electronic ignition conversion offered by member John Brooks, in issue 039. John is an authorized dealer for the *Pertronix Products*, and he makes the kit for the Hawk, using a trigger unit made by *Pertronix*. It can be used with the original tach driver installed on the distributor.

I purchased a unit, and installed it this past March. The instructions were very easy to follow, and the car starts better, and runs smoother.

You can't buy the unit from Pertronix. John offers this unit on his own. If you are interested in upgrading your car's electronics, contact John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840. The web site address is www.studebakerfarm.com and you can Email him at studefarm@yahoo.com

56J DINNER SET FOR WEDNESDAY

We'll get together during the SDC meet

The annual dinner will be held during the International *Studebaker Drivers Club's* meet on Wednesday, June 26th at 5:00 pm at the State Café. The project is being handled by member Jan Bella of South Bend. The dinner will be a buffet style with chicken and beef, and the \$13.50 price includes drink and gratuity.

We have had these casual gatherings, four of the past five years, and the response has been exceptional. We had a great turnout in South Bend in 1997 with about 35 people attending. The dinner event offers us a chance to meet each other and make contacts with others who might be able to help us with our project.

The State Café is located AT 132 S Michigan St, two blocks west of the host Marriott Hotel. This should make it easy for anyone staying at the hotel, to walk to the dinner location. I hope we will have another great turnout

I will post a "sign up" sheet on the bulletin board at the meet hotel. We will use this to let the restaurant owner know the number of people to expect. If you are in South Bend for the meet, I hope you will plan to join us on Wednesday at 5:00 O'clock PM.

NEW STEERING WHEELS

A little help needed

Member Jack Nordstrom has been working on recasting our steering wheels. He obtained

a mold from former member Carol Rossman. Unfortunately, the steering wheel used to make that mold was not in the best of shape. Consequently, the wheels that Jack has produced lack definition in the ribbed area between the metal rings. He can make another mold for \$5000, but wants to start with an NOS wheel.

If you can help Jack out in this area, call him at 1-800-775-7077. He will make it worth your while.

THE MAILBAG

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



DAVE STULTS 2-4-2002

dstults@digitalexp.com

I just read your February 2002 issue of 56J Only and saw an article from Bruce Bennet "October 11, 2001". He spoke of a 56J owned by Earl Goodin. I wanted to get hold of Bruce and tell him that the son sold the car to me.

I have a copy of the original title that Earl had. The state of Florida made me turn in the original to get a Florida one. If he wants to see picture of it he can go to my website www.radiobackthen.com and check out "CARS" and the 56 Hawk.

It is pretty well torn apart but he was right there was very little rust on the outer body. It was the undercarriage that had been eaten away by the Illinois salt.

The car seems to have an effect on peoples health. Earl got sick and died and the car went to his son in Florida. His son got sick and the car set in his garage for several years. I first heard about it in 1991. Last May he asked if I wanted to buy it because he said if he ever sold it I would get first shot. I bought it in May and put it in my garage while I was finishing off another job.

I was getting ready to start on the Hawk in August when my wife got extremely ill and spent a couple of months in the hospital and the Hawk didn't get touched. It is now February and my wife is at a point where I can get back on the Hawk. I hope I can finish the job. I would like to get in touch with Bruce and compare notes. I haven't located him in our roster. I would appreciate your assistance.

GARY & JENNIFER WILLOUGHBY

2-6-2002 ncstl@bellsouth.net

Greatly enjoyed the latest newsletter. It really breaks up the winter doldrums to hear about activity in the club. To address some issues, I, too, have received some goodies from Bill Glass--license plate brackets (the white 56J frame really lights up the tail--maybe to excess!) and one for Jennifer's Mustang "My other car is a Studebaker." Also a coffee mug in the proper colors. Had to order via phone, of course, and found that Bill lives about ten minutes from my Aunt Jenny, original owner of my Hawk! He really seems like a nice person, and intend to meet him if ever I get up New York way.

Have to send regrets to Carl Thomason--would never consider judging without proper knowledge and training. Also must regretfully pass on the spoke-type hub caps--too expensive for my budget, and besides, for that amount, I would hope to get real spoke wheels as a set was for sale at Ashville a few years ago at that price.

The Shrock model is exciting, and I must return to their web page, as it was inoperative last try. 1/70 doesn't sound too large. Is that about half scale of typical store bought kits? Your picture in #41 has an object to show the actual size, but what is it? (Note: A penny-FJA)

Your article on the Southeast Zone Meet in April sounds very intriguing. Can't say for sure what will be going on, as I'm enjoying a hiatus from work at present, but will probably have to get back with it soon. Man, what a great road trip that would be.

BILL LADROGA 2-18-2002

<ladroga@juno.com>

Just thought I'd let you know that the generator that Tom Kaiser sold me is a remanufactured unit. There's an orange colored oval aluminum tag on it marked "Unit Parts, Inc., 14 2 3 GJC 7012." That number, particularly the GJC 7012, doesn't match info that I've got for Studebakers as shown below:

Autolite Generators:

1953 = GGW-4801A, 45 amp,
or GGW-4801C, 45 amp
1954-1955 = GGW-4801E, 45 amp
1956-1959 = GJC-7002F, 30 amp
1960 = GJC-7002F, 30 amp
1960-1961 = GJP-7102C, 35 amp
(Transposed numbers? Might it be 7012?)

I looked up "Unit Parts, Inc." on the web and it's now "Unit Parts Company, premiere remanufacturer of alternators and starters." Their number is (800) 877-3361. Evidently they've been in business for a while. They don't list generators on their website.

(Editor's Note: I checked my Hollander Interchange manual, and they show GJC-7001, GJC-7002, GJC-7012, GJC-8001, GJP-7102, GJP7202 as 30 amp, 12 volt generator with a 4-1/2" frame. Apparently these were all used in some 56-58 Chrysler products, Dodge trucks, Hudson, Packard, and Willys. They indicate that they are all about the same. Maybe some of the pulleys and bolt hole positions might differ.)

BILL LADROGA 3-1-2002

<ladroga@juno.com>

Always something! I blew the exhaust pipe to manifold gasket on the passenger side. It's the gasket that goes between the exhaust pipe and the exhaust manifold flanges, P/N 440866. It's not the gasket set that goes between the exhaust manifold and the block.

The part numbers for your interchange are:
Exhaust pipe to manifold gasket =
UAP 521606 (also Walker 31313,
Maremont G24/H1602,
Fel-Pro 60146/12-1152,
Midas EN1495, or
ROL number
EG24021-001).

RUBEN MARES March 26 2002

<goldenhawk1956@hotmail.com>

Last week March 8, 2002, I received your printed catalogs on the 1956 Studebakers. The books are very impressive and informative. I'm glad to have acquired them at this time when I'm trying to get my 1956 Studebaker back on the road again.

I did notice one thing that is not mentioned in the catalogs. That is, the cars color codes are located on a paper tag pasted underneath the glove compartment of the car.

For instance, my Studebaker tag indicates "Snowcap White Enamel B.A.G."
"Rosebud Enamel B.A.B. (W662)"

I don't mind if you use this in the "56J Only" Newsletter to make other owners aware of this information.

RICHARD KAUFMANN Tucson AZ

April 20, 2002

Finally got around to addressing the valve lifter noise. In the summer after getting the engine warm, the lifters would start to pound. In the rest of the year, no noise. A couple of years ago I dropped the pan to check out the oil pump.

Pulled it and sent it off to the Packard Club for their fix on the upper bearing. They sent it back and said I'm lucky; I got the Nash/Hudson unit, which did not have the Packard pump problem. I also pulled a main and rod-bearing cap to see how the bearings looked. They looked good too so I was faced with the only other possibility - worn out hydraulic valve lifters.

I got a set of Dodge 318 lifters out of NAPA, a full engine overhaul gasket set by mail order and could only use the valve stuff, and set my mind to getting it done. It sounded worse than it was. The whole job only took one day.

Boy, what a difference. We went up to the Route 66 Run to Kingman from Williams in Arizona last May. We cruised between 80 and 90 MPH going up on the interstate with no problems. With over 1000 cars entered in the run, ours was the only '53 or later coupe there. We did have about 10 other Studebakers from the Tucson Chapter running also. Also, I am enclosing a donation for helping to print the 56J Newsletter. Keep it up; it's a valuable source of info for our dedicated (small group of) owners.

BILL GLASS BondoBill1@aol.com
15 May 2002 Subject: Steering Wheels

I discovered that there were two types of steering wheels used on 56J's. Don't laugh.

We all remember the wheels with the four metal bands, and we have assumed that all the wheels were those. Over the last few days I have been working on my car and needing some reference for some other placement I came across a Fred Fox article from the April 1975 TW issue on Hawks. The photo shown, looks to be an official Studebaker photo. The wheel pictured has serrated grooves running from 9 to 3 or the top half of the three spoked wheel.

Considering that might be a pre-production photo issued for press only, I went to another magazine Studebaker Hawks and Larks 1956 - 1963 by Brookline Books. There is a review by a fellow named Bill Holland, they show a steering wheel with the same grooves, no metal bands as the Fred Fox - TW photo. However, a photo in Hot Rod April

1956 shows the steering wheel with the metal bands, but no padded dash. The two earlier photos that show a full grooved top of wheel show a non padded dash.

I have a suspicion that earlier release Hawks had a full serrated/grooved top of wheel along with a non padded dash, but, once dashes became padded they switched wheels over to the four bands of metal.

I won a 1956 Golden Hawk front power seat frame on E-bay for 204.95, sadly, I am sure that some rare car must have given itself up to donate the seat, because I don't believe many 56J's had power seats as an option.

I ordered and should have by Monday a new set of radial wide white tires with 2 5/8th inch sidewalls. I went thru hell trying to figure out what size tire to get, but settled on 215/75, since they are a replacement of the 7.10/15. I know most guys buy 205/15, but that really replaces 670.15, which was used on all but the 56J.

Does the fellow still have or make the reproduction gear shift indicators?

I bit the bullet and ordered a set of Phantom Door panels and windlace, what a PIA to install, question, as I cannot find a definitive answer. Rene Harger at Phantom says the 56J's with Snowcap Ceramic Green only came with Black carpeting, is that correct?

(NOTE: Carol Rossman stopped making the shift indicators after her husband, Dale, passed away, and she sold her car. The parts book shows Charcoal Black, Light Blue, Dark Green, and Light Rose Mist carpet colors. Dark Green seem the likely choice for the Ceramic Green/Snowcap White car. Does anyone with a car like that have more information?)

BILL LADROGA SARASOTA, FL
15 May 2002 Subject: 56J cooling

I don't want to speak too soon, but I think I may have resolved my stop-and-go traffic overheating problem with my Hawk! In a nutshell, it may have been the external transmission oil cooler blocking sufficient air flow through the radiator at low speeds.

When I first bought the 56J in 1995, I heard the horror stories of what happens if you get a coolant leak into the Ultramatic so I installed an external transmission cooler and attached it to the front of radiator as per the instructions. I never gave it a second thought afterwards. Even

when I installed a newly-cored radiator last year, I mounted the transmission cooler right away, just like the old radiator.

Today I was talking with a retired mechanic who used to own a 56J and a '64 Super Hawk. After we went through the litany of the things that I've tried over the years to get the car to cool down in traffic, he said one simple thing that struck me, "Your engine isn't getting enough air!" I thought about that one statement and went out to the garage to look at the transmission cooler mounted on the radiator. What if I was take it off and mount it away from the radiator? So I made some brackets and mounted it about 3" - 4" forward away from the radiator. This would prevent an already hot transmission cooler from convecting and conducting heat into the radiator.

I took the car out on this sunny and 88 F temperature day and ran it about five miles on the highway and then about ten miles more in heavy Sarasota city traffic. Never once did the temperature go over 180 F, even while idling at traffic lights. Most of the time it was running at 175 F.

It may be too early to tell and the next time I take the car out in traffic for a longer period of time it'll run hotter at higher ambient temperatures, but the solution looks promising after all these years.

HERE WE GROW AGAIN

Please update your rosters as we welcome the following members. **If you move, please remember me when you send out your change of address forms.**

379 Roy Hastings 1382 Forest Lane
Jacksonville FL 32259 904-287-0342

380 Brian Greenall 14 Warrington Cres
Wattle Glen 3096
Melbourne Victoria Australia

381 David Haynes P.O. Box 129
Bickleton WA 99322
Email drhaynes@bentonrea.com

382 Roger Yardley 100 W Moore Rd Unit 74
Pharr TX 78577 956-781-6271
Email rpyarley@aol.com

383 Ruben Z. Mares 5343 Navarro St
Los Angeles CA 90032 323-223-0549
Email goldnehawk1956@hotmail.com

384 Jerry F Hall 3605 So Hardy

Independence MO 64052 816-356-7257
Email jfhall@planetkc.com

385 Travis Land 110 Keowee School Rd
Seneca SC 29672 864-882-0075

386 Gene W. Wiggs 1107 Stoneport Ln
Allen TX 75002 972-259-6889
Email pwiggs9414@aol.com

387 Bob Aiken 6377 Scott Rd
Vernon BC V1H 1N4 250-542-7869

388 P. Kenneth Huggins MD 6471 Eastshore Rd
Columbia SC 29206

389 Louis Carvell 320 E 57th St Apt 13C
New York NY 10022 212-688-7205
Email lcarvell@epb.com

NOTICE: In lieu of dues, and to help keep my records correct, registration forms will be mailed out periodically to members who haven't been heard from for several years. **If you receive one, please complete and mail it at once or you will be dropped from the mailing list.**

WHEEL ESTATE

Due to our infrequent printing schedule, many ads may be quite old. The only way I know if an item is bought or sold is if one of the parties reports the transaction.

For sale: My name is Doug Moffet. I am a kustom car enthusiast. I have acquired in my collection of various parts over the years, a grill for a 1956-1959 Studebaker hawk. The grill is in very good condition and would like to sell it to someone who has a use for such an item. There are no broken bars in this grill, however, a couple of the mounting studs on the back have been broken off. I am asking \$100.00 for this grill. If anyone in your organization has a use for this grill, please have them contact me. Email choptop_3@hotmail.com. Thanks for your help. Doug Moffet Granby, MO.

Wanted: A complete power steering set-up for 56J, to include automatic shift column. Joe Hall JHall20613@aol.com (05/2002)

Wanted: Needed Dome lite body with switch for 56 Golden Hawk. Thanks Stanley Krohn sskrohn@msn.com (05/2002)

For sale: Rebuilt 352 Packard Engine, Rebuilt T-85 3 speed OD, Two Power Steering Units, Complete Front Undercarriage, Complete Front Seat and Frame, Lots of Stainless Trim. Best offer. Gene Dallas Texas, Tel 972-359-6889, Email PWiggs9414@aol.com (03/2002)

For Sale: Numerous used and n.o.s. hard to find 56J parts for sale, reasonable prices. Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800, Phone: (503)771-0604 days, (503)335-5096 after 3 pm week-day evenings. E-mail: gh352@effectnet.com (01/2002)

For Sale: Packard 374 motor, complete. Has 2x4 dual manifold & carbs. Fly wheel, clutch and fly wheel housing caster for 3 speed stick transmission. \$2100, call 913-492-4523 (KS) (05/01)

Wanted: Rear fenders (quarter panels) for 56 Hawk. Any Hawk or Coupe from 1953 to 64 will fit. Walter Kunz (407) 737-7433 or wgkunz@aol.com (12/01)

Wanted: 56J block, or entire engine. 'K' serial number preferred but either 'K' or 'S' would be OK. Either rebuilt or in need of rebuild is also OK. Please contact: Joe Hall jhall20613@aol.com phone 270-351-1430 (05/01)

Wanted: I converted my 56J to floor shift in 1963. Now I want to go back to column. Need for T-85 O.D., shift rods, shift levers on transmission, shift collar and chrome lever and shift knob. Car has power steering. Thanks. K. V. Smith, 2372 Queen St, Winston-Salem NC 27103, 336-724-9298 (04/01).

For sale: solid 56J body, doors, rear fenders, all trim, tail light lens-perfect. One set of NOS side grills, Good hood, excellent trunk, stainless trim, glass, tachometer, sending unit, clock, dash face plate, glove box door, 4 barrel carb, 3 spd overdrive trans, bell housing, clutch, pressure plate, linkage, restored window flippers right and left, fins, roof belt molding, interior roof plastic bands and steel holders and brake drums. Other STUDE parts available. Dwayne Jacobson, 1817 Miller Court, Stevens Point, WI 54481. 715-341-9470 or studebaker@g2a.net

THE PACKARD PAPERS, for the Packard enthusiast, printed on antique letterpress, Packard Ivory paper with black printing. The Packard Papers, 288 Whitmore St., #211, Oakland CA 94611, 510-655-7398.

1956 GOLDEN HAWK SERVICES

Electronic Ignition Modules for your 1956 Golden Hawk. Use the tachometer sending unit as with the points system. John Brooks, 1821 Ft Worth Hwy, Weatherford TX 76076, Tel 817-594-0840. Check out the Web site at www.studebakerfarm.com or Email to studefarm@yahoo.com

Ultra400 Automatic Transmission Conversion for your 1956 Golden Hawk. Enjoy the difference and confidence. No puking overflow. More power to the wheels. For more information contact: Jack Nordstrom, 4975 IH-35 South, New Braunfels TX 78132.

1956 Sky Hawk and Golden Hawk headliner trim bows now available!! One set consisting of 3 pieces with ends tapered. \$110.00 per set (includes shipping). Contact Myron McDonald at 417-678-4466 or 417-678-2631, email pmeyer@hdnet.k12.mo.us

Motor Mounts for the Packard Engine on the '56 Golden Hawk, \$125.00 a pair, plus your old mounts or send an additional \$125.00 for core charge. Ken Berry, 2206 Live Oak Circle, Round Rock, Texas 78681, Email at KRBERRY@prodigy.net.

Rebuilt 56 Golden Hawk fuel pumps, both Carter and AC Delco, \$75 exchange (I must have your old fuel pump, or a \$50 core charge). Add \$10 for shipping. Gary Capwell 3441 Sandringham Dr. N.E. Salem, Oregon 97305, Phone (503)390-4588 Email mocha56j@aol.com (01/00).

Rebuilt Packard water pumps for sale \$75, plus \$10.00 for shipping, no core charge. Contact Brent Hagen, 6220 SE 55th Ave., Portland, Oregon 97206-6800. Phone: (503)771-0604 days, (503)335-5096 after 3 pm week-day evenings. E-mail: gh352@effectnet.com

Transmission Puke kit-II: Stop that fluid from belching out the dip stick tube on start up, for those who would rather have someone else make it for them. \$5 ppd. Mail check to Brent Hagen, 6220 SE 55th, Portland, OR 97206-6800

STUDEBAKER VENDORS

www.studebakervendors.com is the place where customers and vendors meet. All the major vendors are listed on Studebaker Vendors. You are only a "click" away from a host of vendors who can help you with your project. Most vendors have Email, and many have on-line shopping carts. Studebaker Vendors, your one stop shopping mall.

Studebaker parts, N.O.S. and excellent used parts. Phil's Studebaker, 11250 Harrison Rd., Osceola IN 46561, Ph 219-674-0084, email Stude67@aol.com See our web page at www.studebakervendors.com/phil.htm

HIGH PERFORMANCE Reproduction Parts & Accessories. Lionel Stone Studebaker, 4476 Matilija Avenue, Sherman Oaks CA 91423, 818-990-8916 phone/fax. See our web page: www.studebakervendors.com/lstone.htm

A LARGE STOCK of Studebaker parts from 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. 25 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet, IL 60432, 815-726-1531, FAX: 815-722-7262, Internet: rkapteyn@mcs.com.

Bondo Billy's merchandise web store has T-shirts, sweat shirts, license plates, mugs, steins, mouse pads, etc. Silkscreen or custom printed with photographs & drawings. Please take a look at our web site at www.bondobilly.com/store.html

NEW & USED Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts. Stephen Allen's Auto, PO Box 559 Newberry, FL 32669 352-472-9369. www.studebakervendors.com/saa.htm

STAINLESS STEEL EXHAUSTS available for 1956 Golden Hawks, standard size or 2-1/4" diameter. Stainless Steel OEM style mufflers for above systems, quiet or loud tone also available. Silvertone Exhaust Systems, 118 Culloden Rd., Ingersoll Ontario Canada N5C 3R1, D. Simmons 519-485-1966, Mon. - Fri. 9 a.m. - 8 p.m. EST. See our web site at: www.studebakervendors.com/silverto.htm

UPHOLSTERY, HEADLINERS, TRUNK MATS for 1956 Golden Hawks. Do this part of your restoration right, too. Rene & Bonita Harger, Phantom Auto Works, 311 E. Anderson Ave., Knoxville TN 37917, 865-525-6025. www.studebakervendors.com/phantom.htm

56J CLUB ITEMS

ALL PROCEEDS HELP MAINTAIN THE CLUB

MANUALS

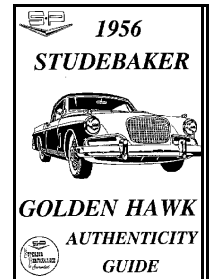
1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG (includes Update #1). Taken from the 1953-58 Body Parts and the 1955-58 Chassis Parts Catalogs, Catalog contains only 1956 Golden Hawk parts and illustrations. 320 pages of specifications, illustrations, parts lists, alphabetic index, numeric index, plus separate lists for service bulletins, utility items, and accessory codes. \$30.00.



56GH PARTS CATALOG UPDATE #1
(included in above)

\$1.00.

1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE. Most of the peculiarities are documented in this guide with 30 photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories. \$20.00



PRODUCTION ORDER COPY

COPY OF THE ORIGINAL PRODUCTION ORDER for you car. Printed directly from the microfilm, so the only mistakes are the ones made by Studebaker. Just send the serial number. \$12.00

STEERING WHEEL COVER

Black on white background. Slides over the top of the 17" steering wheel, washable. \$15.00.



DECALS-APPLIQUES-TAGS-PATCHES

AIR CLEANER/OIL BATH, yellow/black \$ 4.00.
GENERATOR FIELD TERMINAL TAG, red \$ 1.50.
TACHOMETER SENDING UNIT TAG, red \$ 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



CLUB ROSTERS (send SASE)

Prices include postage (SASE appreciated on small item orders).

Make checks payable to Frank Ambrogio.

THE STUDEBAKER GOLDEN HAWK

FOR 1956



Final Assembly Point: South Bend, Indiana
Delivered To:

BELTZ-BEATTY, INC.
234 WEST CENTRAL AVE.
ORLANDO, FLORIDA

Delivered to Dealer At:

SAME
TRUCKAWAY MCDOWALL

Affixed
By

Suggested Retail Price

\$ 3295.00

Description of Studebaker Car:

56J K7 EIGHT CYL GOLDEN HAWK 2DR HT
Including EOH and Suggested Retail Preparation

PAINT P5637 MOCHA/DOESKIN
TRIM T 8417 RO 344 (L/D ROSE MIST)

ULTRA TRANSMISSION
POWER STEERING

710 X 15 4 WHITE

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AC-2738 CAP & DISK 15"

AC-2756 CLOCK KIT ELECTRIC

AC-2750 CIGAR LIGHTER

AC-2762 BACK-UP LAMP KIT

AC-2769 CLIMATIZER & DEFROSTER KIT W HEATING UNITS

AC-2774 W/S WASHER KIT

AC-2747 RADIO STRATOLINE AUTO TUNING

AC-2688 ANTENNA KIT INT CONTROL

AC-2777 SPEAKER KIT REAR

AC-2796 CHROME ROCKER ARM COVER KIT

SP-50080 SEAT BELT KIT FRONT

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68.00

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H-6665

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FOR THE

PRACTICAL FAMILY!

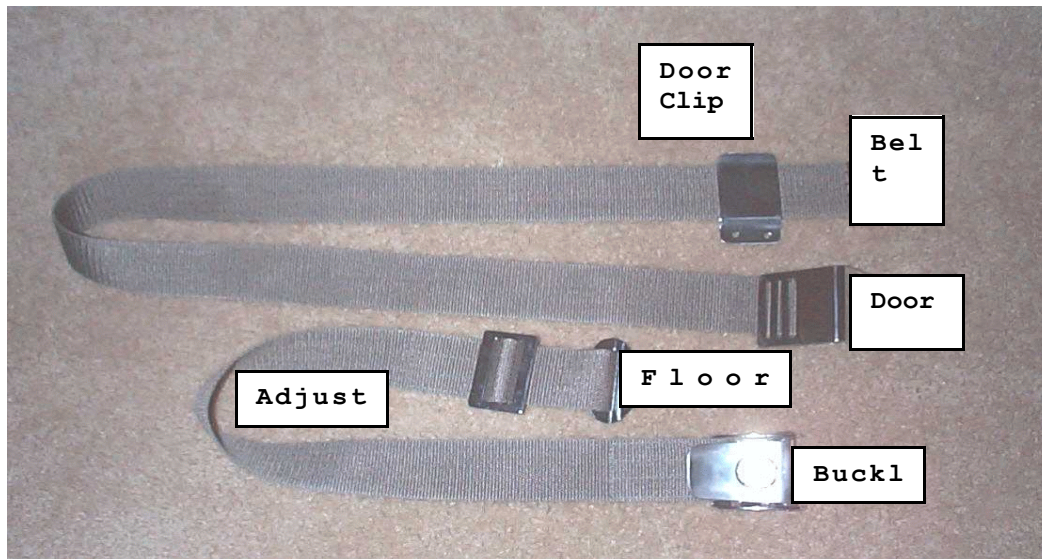
The Golden Hawk offers you all of the following at no extra cost:

- ▲ Skypower 352 c.i. ohv V8 with 275 h.p.
- ▲ Long 120.5 inch wheelbase
- ▲ 7:10 X 15" tubeless tires
- ▲ Low center of gravity for safety
- ▲ Distinctive hardtop styling
- ▲ Sports car flare with room for 5
- ▲ Stylish and functional fender mounted parking lights
- ▲ Stunning new two-tone tri-level paint schemes
- ▲ New "flight view" stainless steel instrument panel with tachometer & vacuum gauge
- ▲ Rich interior fabrics in all vinyl or vinyl and cloth



The design of the sticker you see here represents what Studebaker might have done had they made one for the 1956 Golden Hawk. It is based upon the general design of stickers which were actually done during the period 1959 thru 1966.

If you are interested in having one done for your 56J you only need send \$40 along with the serial number and the 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 appropriate information. I have all the prices so this will not be required from you. If you have any questions I can be reached at: <rtq11@aol.com> telephone 708-479-2658 or Richard Quinn 20026 Wolf Rd. Mokena, IL 60448 (NOTE: See color version on the web site)



1956 Golden Hawk Seat Belts

I have two pairs of front 56J seat belts available in black and dark gray only for \$150.00 per set plus actual shipping costs. These are not new old stock belts, but good reproductions with new webbing very close to the authentic thickness and weave. The floor anchors are not the complicated cable system originally used, but the simple style shown in the photo.

Here's the deal. You ship me two buckles and I will furnish you with:

- (2) door belts with end clips installed
- (2) center belts sewn on to your buckles with the original pattern
- (2) floor anchor brackets for the center belts
- (2) center belt length adjusters
- (1) drawing of the door bracket so that you can fabricate your own
- (2) drawing of the door belt clip so that you can fabricate your own
- (1) copy of the original IS-52 installation directions from Studebaker Corp.

Write to me e-mail for a photo of the set installed in my 56J.

Bill Ladroga
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(941) 378-7070
e-mail = ladroga@juno.com

IN THIS ISSUE

RICHARD QUINN IS OFFERING CUSTOM MADE WINDOW PRICE STICKERS FOR THE 1956 GOLDEN HAWK WITH YOUR CAR'S INFORMATION AS IT MIGHT HAVE COME FROM THE FACTORY.

SHROCK BROTHERS TOY MODEL 1956 GOLDEN HAWK IS A FINE PIECE OF WORK.

JOHN BROOKS' ELECTRONIC IGNITION CONVERSION WORKS GREAT.

JAN BELLA HAS SET UP OUR 56SGHOR DINNER AT THE STATE CAFÉ ON WEDNESDAY AT 5:00 PM.

JACK NORDSTROM IS TRYING TO PRODUCE NEW STEERING WHEELS, NEEDS AN NOS ONE.

DAVE STULTZ PURCHASED THE CAR REPORTED ON BY BRUCE BENNETT.

GARY WILLOUGHBY PURCHASED A FEW OF THE NEW ITEMS OFFERED BY BILL GLASS.

BILL LADROGA HAS SOME INFORMATION ON GENERATORS AND EXHAUST MANIFOLD GASKETS, AND A PAIR OF SEAT BELTS FOR SALE.

RUBEN MARES FOUND THE PAINT CODE INFORMATION PASTED UNDER THE GLOVE BOX.

RICHARD KAUFMANN SOLVED HIS VALVE LIFTER NOISE PROBLEM WITHOUT THE OIL PUMP FIX.

BILL GLASS THINKS THERE MAY HAVE BEEN MORE THAN ONE STEERING WHEEL USED ON THE 1956 GOLDEN HAWK, AND THAT SOME CARS CAME WITHOUT A PADDED DASH.

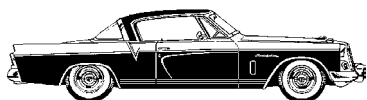
BILL LADROGA THINKS HE HAS SOLVED THE OVERHEATING PROBLEM HE HAS HAD WITH HIS CAR.



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

PLACE
STAMP
HERE

MAIL TO:



STUDEBAKER
THE CURE FOR THE COMMON CAR