



# 56J ONLY



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

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

The Packard Family Crest and Packard Script are registered trademarks of The Packard Club, PAC, [www.PackardClub.org](http://www.PackardClub.org) and are used with permission.

Number 078

Established January 1, 1989

JUNE 2014

### Rotor - Self Destruct

By Frank Ambrogio

I bought my first 1956 Golden Hawk in October, 1983 and only had to come home "on the hook" one time. That adventure could have been prevented had I followed my instincts. It happened in 1990 when I was returning from a car show in Lakeland FL. I recently had all the steel brake lines replaced. That resulted in there not being enough free play on the brake pedal.

On the way home from the show, the brake fluid heated up and caused a sensation of driving while pressing on the brake pedal. I suspected a problem even before I left for the show, but thought maybe it was just my imagination. I didn't have a problem whenever I drove my usual 20-25 mile trips on Saturdays. But the longer trip meant more heat and that's when the problem occurred. We were in a caravan with local chapter members, Paul and Marion White. Paul in his 1938 Commander and Marion and her mother were in their modern vehicle. Originally, I was behind Paul, and Marion was behind me. Unfortunately, Marion went around me and pulled in between Paul and me. As I was now the last car in the caravan, they were oblivious to my plight as I watched them drive off in the distance. So much for a caravan.

I waited for two hours on the side of I-4 watching all the traffic including several show cars, pass by. During my wait, a friend, Joe Sangiorgi stopped and offered to help. He had what I didn't have, a wrench, which I used to adjust the plunger on the master cylinder. I think I could have driven home, but Anita had hitched a ride to the next exit to call AAA and I didn't know where to find her. Very few people had mobile phones at that time, and I was in the majority, which left me still basically stranded. I did drive a few miles and pulled off the road closer to the exit. Anita and the flat bed truck finally arrived as it was just starting to get dark and we were transported home.

This past March, on my return home from our monthly chapter breakfast, the car began to sputter and finally died on SR-46, less than a mile from my home. Chapter members, John and Joanne Gormican, who had attended the breakfast stopped by about 15 minutes later to offer help, but I had already called AAA. I told them they should just go on home. No sense all of us waiting. I knew it was something in the distributor because five

days earlier I had the cap off to take a look at the electronic ignition module that was installed about 10 years ago. I decided to replace the rotor with one that I thought was new. It was in a box with a NOS distributor and cap I had gotten about 5 years ago. I also adjusted the timing a little which caused it to idle a little better.

This time AAA arrived in about 40 minutes with a flat bed truck and hauled me and the car the last mile home. On Monday, I removed the cap



and noticed the rotor had broken at the flat spot that is used to align it correctly on the shaft. I am always amazed that I haven't broken down more often whenever I think of all the things that could go wrong. A simple little crack in one item left me stranded. I've never carried spare parts with me because I wouldn't know what to bring. The list could be endless and I'm sure I wouldn't have the one part I needed. I don't want to load the trunk with a spare fuel pump, water pump, carburetor, fan belt, radiator hose, etc. Not only that, I don't want to be changing any of those parts on the road, especially if I have to crawl under the car.



It's approximately 10 miles from home to the restaurant where we meet for breakfast. So, the rotor lasted about eighteen and a half miles. I think I coaxed about half a

mile out of what was left of it till everything shut down. The funny thing is that all the while to and from the breakfast, I was thinking that the car was running exceptionally strong that day. I even "punched it" a few times because it felt so good. Well it finally punched me back and suddenly my plans for the day took an unexpected detour. It's times like these that make me wonder why I bother owning an old car. Although I've

learned a lot about the mechanical aspect of the car, I don't like making repairs. I like washing, waxing, driving, and occasionally showing it, but once I've done a certain repair and understand how that part works, I don't want to have to ever do it again.

I did replace the distributor cap before taking it back out on the road as it looked like the underside had taken a few hits from the wobbly rotor. I also found the broken piece of the rotor, so I felt good that nothing else was left in the distributor.

I guess when driving any car, we can expect to have a problem every so often. I've owned the car over 30 years, so I guess I should be OK till 2029.

## Reality Check Feedback

*My article seemed to hit home for several owners*

**Tom Snyder:** Frank, It was a real good job you did on the newsletter, especially on getting busy on that project. It might get someone off their duff.

**Ken Dunning:** Very nice newsletter. Your first article reminds me that I need to get to work on my car, a 53 Packard Clipper. If I restore it to Barrett-Jackson standards it will cost me maybe \$75K for a car that will sell for maybe \$20K on a very good day. No way. I'm thinking maybe a semi-respectable driver. Thanks!

**Bob Palma:** Hi, Frank, Just got the new 56J Only today. I assume the opening couple pages of editorial ("Get Moving or Move On") are your words.

If so, those are the best words I have ever read on the topic; excellent throughout. More and more, I am "discovering" that something less than a perfect car is just fine, thank you. 95% of the fun for 50% of the work, if you ask me. Again, Frank; well stated. Congrats.

**Dick Paul:** Your newsletter of February 2014 was spot-on! The "Reality Check" pages just hit so many of us dead center. I've been slowly coming to the same conclusion and maybe your push will get me over the top. Yesterday was my 76th birthday and while I used to assume I would live forever, I'm a bit doubtful now.

Ten years ago I owned and drove a 1964 Commander, 1957 and 1956 GH, 1955 Speedster, 1955 1-1/2 ton truck, and a 1951 2 ton truck with an Olds Golden Rocket engine! After my own reality check, I reluctantly scaled down to the Speedster and one truck. I bought my first Studebaker while in college, a 1955 President coupe. This was our family car too after marriage for a few years until we had our first child and a reality check dictated a 4 door Chrysler Saratoga. The 56J was the first Studebaker I bought for pure enjoyment. It's now in the hands of a fellow about my age. I got him started with your excellent newsletter and I hope he read the February 2014 article.

After that and now especially after reading "reality check", I am focusing a lot harder on the Speedster, a beautiful, pretty solid car that just needs a little more money thrown at it. Thanks again.

## Stop Light Switch Information

*From Tom Snyder*

The stoplight switch (pressure activated under the hood) on my 56J turned ugly and bad. My stop lights turned on while I was changing the new lenses, and I thought I had shorted a wire. The second time this happened in 2 days I went under the hood to unplug the switch and it was hot, real hot. The wires to the switch were charred.

After some investigation I found this is a real problem that Ford has had in the past. Fords actually causing fires to houses while parked in a garage with the ignition off. Their fix was to add a relay that shut off the stop lights when the ignition is off. Mine, buy a new \$7 switch from Car Quest. This is a potential fire hazard to our old cars.

## Changing Oil in Your Studebaker

*By Malcolm Berry*

*Reprinted from the Egbert Express, newsletter of the Northeastern Michigan Chapter, Sharon Krueger, editor.*

When you are changing the oil in your Studebaker, it's always a good idea to get the engine fully warmed up before you drain the old oil. Every time you change the oil, you need to replace the oil filter also. If your Studebaker is a late 1962, 1963 or 1964 model, it has a spin-on type oil filter. It's a good idea to punch a small hole in the bottom of the old filter. This will let the oil drain out without making such a mess. When the oil is drained out of the old filter, unscrew the filter and replace it with a new filter. I like to fill the new oil filter with oil before I install it so the engine does not run dry for a few seconds.

Another type of oil filter is one mounted on the top of the engine. To change the filter, remove the top, pull out the filter and remove the dirty oil. Be sure to wipe the inside of the housing clean before you install the new filter and replace the top. For either type of filter that you have, once you add the proper amount of new oil, make sure you start the engine and check for leaks around the filter. After the engine has run for a few minutes, shut the engine off and recheck the oil level. Most oil on the market is not good for older cars. When buying oil, make sure you buy oil that is specifically for older cars. The brand I use is Brad Penn Oil.

## Here We Grow Again

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

613 Mike Ludwig  
Winfield MO

SN (2) 6031019 & 6031341  
Prev Owner Unknown

- 614 JR Shaver SN 6031164  
San Juan Capistrano CA Prev Owner Harvey W?
- 615 Lew Skelton SN 6033024  
Rogers AR Prev Owner Eddie Yates
- 616 Howard Brown SN 6800088  
Chatsworth, CA Prev Owner unknown
- 617 Terry Welch SN 6032237  
Central City PA Prev Owner Jeffery Nagle
- 618 Jim Ober SN 6032191  
Simi Valley CA Prev Owner Unknown

**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

241	Registered Owners
302	Cars Registered By Owners
305	*Cars Reported But Not Registered by Owner
<b>607</b>	<b>Total Cars Registered plus Reported</b>
39	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

### Mail Bonding

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



### Tom Snyder January 17, 2014

As to the story on my 1959 Silver Hawk and this 56.

I bought the 1959 Silver Hawk for \$500 in 1965. In December 1966 my wife and I were married, and we traveled to Denver. When we moved to Dubuque, Iowa in 1967 the Silver Hawk was hit by a drunk driver in the middle of the night. The police found the Hit and run driver because of his trail of parts and antifreeze. My car had a bent trunk lid! A week later the Silver Hawk was hit a second time by a Priest which bent the bumper and destroyed the tail lights. The insurance company said the hawk was totaled mainly because of the price of the chrome tail light housings, bumper, and trunk lid.

The priest wanted to buy my Silver Hawk for \$500 but my requirement was he had to find me another one.

This 1956 Golden Hawk was sitting in a snowbank, but did run. \$80 but no clear title. The owner lived in Germany, his mother lived in Wisconsin and it had Wisconsin plates, the title was in St. Paul, Minnesota, but

it was being driven around Dubuque, Iowa every day. One week later I got an Iowa license with me listed as the original owner from St. Paul, MN. A lot of telephone Calls and a lot of signed documents. The guy I bought it from appeared and wanted the car back as he had just "sold" it to a guy in Chicago for \$2000! Was he really POed!!! \$80! That is my story and I am sticking to it!!!!

(NOTE: In May, Tom wrote, "I just got my 56 out last week and it sure sounds and looks nice. It was in the last scene of Field of Dreams and now will be in the 25th anniversary parade of the movie here in Dyersville IA on June 14th.")

### Ken Ross January 31, 2014

Thanks for not forgetting me. Just got issue 077. The story was interesting. I have a standard shift Overdrive car that needs everything.

A note about the performance of the 56J: The one in Italy did fine (Leo's car). I put my 56J on the drag racing game in 1957-58. I am a master mechanic and redone my 56J to borderline specs at that time. 100 MPH in the 1/4 mile was a hallmark. What I did to this car was ahead of the curve and hard to detect on a tear down (the cam return plate was one of the first). It was rear drive, no Twin Track allowed as in '56, not a factory option. I still have my jacket awarded, it's the Century Club, 100 MPH.

I would love to get a Hawk body in better shape than mine. I'll send you a picture of it later. Isky cams did make a kit for the Packard with adjustable push rods and solid lifters. My Hawk was a total blue printed engine crank pin and bore centered to zero. Little things mean a lot of cheap HP.

Thanks for your letters. I am 75 and don't have the means to restore my car. It has 55K actual. Not very many of us left who put the 56J through its paces a long time ago - hands on people. Here is a donation for postage.

### Richard Atkinson March 17, 2014



I am attaching a photo I took of this months' (March issue) of Classic American, a magazine produced in the UK and serving the American car fans in the UK and Europe.

As you can see, it was a FC with a 4-page feature. I did write to the Editor, Ben, after the magazine on the shelves asking if it would be permissible for the article to be published within 56J... sadly, no reply... so I guess not. Anyway, I hope the FC will boost a little appreciation for our cars in Europe, if only for one month!

### 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 concourse quality. Entertaining offers between \$20k and \$30k. Contact Bo Markham at 352-528-3304 or [bomarkham@embarqmail.com](mailto: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](mailto: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 Spartan 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](mailto: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](mailto:FORD6566@aol.com) [www.PonderosaMustang.com](http://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](mailto: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](mailto: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](http://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**

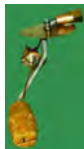
Just found a stash of 1998 manufacture NOS Packard V8 hydraulic valve lifters. These were made by Johnson, a major OEM supplier, before they went out of business. To get enough for my use, I had to buy two cases, 234 units. Will sell them to my '56J friends for \$10.00 each. For comparison, most major 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](mailto: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](mailto:ghawk352@effectnet.com) [www.1956goldenhawk.com/hagen](http://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](http://www.studebaker-intl.com) Email: [jim@studebaker-intl.com](mailto: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](mailto: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, 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](mailto: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*



**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 with many new items discussed. **\$20.00**

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

**56J ONLY Newsletters on CD** Contains all the back issues of 56J Only in .PDF format. **\$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**

**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 (Registered owners only)



**Make Checks Payable to Frank Ambrogio.**  
*Scan the QR Code with your mobile device to go to our web site.*

## ***In this Issue***

- **Rotor** cracks and leaves car stranded on the side of the road.
- **Tom Snyder, Ken Dunning Bob Palma, and Dick Paul** weigh in on my “Reality Check - Get Moving or Move On” article from the last issue.
- **Malcolm Berry** has a few tips on oil changes.
- **Tom Snyder** follows his report from last issue on his 1956 Golden Hawk with more on his 1959 Silver Hawk, and provides a warning about the stop light switch.
- **Ken Ross** reminisces about his 1956 Golden Hawk and his racing at the drag strip.
- **Richard Atkinson’s** car is featured in the March issue of Classic American.
- **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.
- **Do not forward email** (jokes, politics, environment, religion, etc.), to me that is unrelated to our purpose. I just can’t keep up!!! All you accomplish is to provide my email address to others, including spammers who only send more junk!
- **Mobile device users** can scan the QR-Code shown on the bottom of the **56J Only Club Items** section to go directly to our web site.



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

PLACE  
STAMP  
HERE

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

