



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Garbage - The New Gold Standard

By Frank Ambrogio



The common cold has been one ailment that has escaped a remedy since as long as I can remember. I remember as a youth thinking, if they could ever find a cure for the common cold, that same cure might also work

for every other ailment known to man. Of course there are a myriad of products to help one get through a bout with the cold, but nothing has ever actually cured it. Wouldn't it be nice if something so simple could have such a profound effect on our everyday lives?

Something that is far less serious, yet certainly important to our everyday well being is the gasoline situation. Ever since the early 1970s, oil and its by-products have had a major effect on everything from food to medicine to clothing and beyond. The type of car we drive varies with the price of oil. Gas guzzler vehicle sales take a nose dive when oil prices rise substantially. From an automobile standpoint, gas mileage has become far more important today than it ever was in the past. Most surveys probably list fuel mileage among the top 3-4 issues that a buyer considers before making a purchase. Style, performance, and comfort have become less important to me as the cost to keep the car on the road becomes more and more critical.



Alternative fuels and power options have been in the forefront in recent years with hybrids, electrics, solar power, and natural gas being a few of the choices. Some of these have been

successful and others have yet to be embraced by the driving population as a whole. The Toyota Prius leads the hybrid category but some of the other options haven't produced a clear cut favorite. In the electric car category, probably the Tesla has achieved the best success in terms of mileage with one Roadster owner reporting driving 313 miles on 1 charge. By contrast, the Nissan Leaf, if you can believe the advertisements, can go near 90 miles on 1 charge. However the choice is not so simple as the two seat Tesla Roadster has a base price of about \$109,000 in the United States. A mid-size Nissan Leaf will cost its new owner around \$35,000

before the Federal Tax Credit. Do you want to spend less, drive less, and carry more with the Leaf? Or do you want to spend more, drive more, and carry less with the Roadster?

The Tesla Model S, a four door hatchback, however changes the dynamics considerably. Prices for the different models range from about \$58000 to over \$100,000, but the power and efficiency, as well as the driving range gives some hope to the future of electrics. Tesla offers three battery packs of 40-kW-hr, 60-kW-hr, and 85-kW-hr that Tesla claims will provide ranges of 140, 200, and 265 miles, respectively. The latter version offers 362 hp while a performance version bumps that number to 416 hp.

Solar power isn't exactly what the name implies as it still involves a battery. Basically, solar powered vehicles are still electric vehicles and the battery needs some method of recharging. Of course, an internal combustion gasoline or equivalent engine can do the trick but this still must rely on external factors. On-board solar panels would be the ideal situation, however the technology to seat four people and travel at 65+ MPH is still in its infancy. Providing enough energy to allow a driver to be on the road for any length would require very large sized solar panels which would not fit on the roof of a car.



Some years ago, it was decided that we should run our cars on fuel known as gasohol, A fuel consisting of a blend of ethyl alcohol and unleaded gasoline, especially a blend of 10 percent ethanol and 90 percent gasoline. The ethanol is obtained by the fermentation and subsequent distillation of sugar cane, maize, or potatoes. Gasohol has a high octane rating and produces lower levels of pollutants than ordinary gasoline.

It also has the effect of decreasing gas mileage mostly offsetting the amount of gasoline saved. E85 (85 percent ethanol, 15 percent gasoline) is another alternative supposedly offering a reduction in greenhouse gas (carbon dioxide) emissions? However some tests showed that E85 reduces fuel efficiency by 20%-25%. I'm going to assume that someone has

determined that this higher fuel consumption does not offset some or most of the pollutants reduction.

As you can see, there is no easy answer. The goal should be to find a new power source that reduces emissions and oil consumption while powering our vehicles, even older ones without modification, in the manner for which they were designed. I think the answer must be found elsewhere, as far as what we put in our car's tank is concerned. We have to steer our thought process for a new fuel down a new avenue.



I think that new avenue is garbage! Think about it! G a r b a g e is everywhere! Some of it is useless, such as that which spews

out of our politicians' mouths. However, there is an overabundance of potentially useful garbage wherever you care to look. It's on the side of the road in the form of litter. It's in the kitchen and every bathroom or building. It's in that big can outside by the garage. A lot of it is in the sewer system after having been processed through the (strangely named) garbage disposal. I think I've heard stories of there being something called a landfill that might contain various sized mountains of it. This would be a virtual *Gold mine* for the county. The money generated could be used for education, road improvements, new parks, bike trails, and on and on.

If this process could be developed, it could eliminate or greatly reduce the need for oil. Gasoline stations would be replaced by garbage stations. When the process becomes fully functional and profitable, it could progress to the next level.

Imagine if you will, that each home would have replaced the under kitchen sink garbage disposal with a small, easily drained, mini garbage converter. This could be used for lawn mower, edger, blower, etc. Additionally, a large drum garbage processor could be located in the garage, carport, or other suitable location, with a hose and nozzle to transfer the new fuel to the car's tank. Everyone could produce some or all of the fuel they needed. *Garbage would become the new gold standard.*

Imagine again how our society and everyday life would change. Individuals could make their own fuel from the garbage they generate. If they generated more than needed they could sell the excess to combination convenience store garbage stations. The more garbage you could generate, the more money you could earn. Families would want more children and pets so they could generate more garbage. Instead of being repulsed by all this nasty stuff, we would learn to embrace it.

Bank robbers would pass by the teller and bank vault, and head straight for the dumpster. Home invaders would forego the bedroom jewelry case or safe containing the cash, diamonds, and the Rolex, opting

instead to clean out the bathroom waste baskets and garbage converter under the kitchen sink. Even the garage contents might provide a valuable cache, especially if it's owned by someone who likes to tinker.



Municipalities would no longer have the need to provide trash receptacles along the sidewalks, in the parks, or on the beaches. No one would use them as it would be like throwing money away. If a street person came up to you asking for a handout, you could give

him the wrapper from your Snickers bar. He'd probably prefer the wrapper to the bar itself.

The possibilities for this *pollution free solution* are endless and limited only by our imagination. Think about it and write your state and/or city representative. We could have a new national slogan, *Going Green with Garbage!*

Excuse me! Are you finished with that banana peel?



Mail Bonding

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



Mark James May 31, 2016

This past week-end I had my 56J at The Winterthur Museum in Wilmington, DE. It was one of 20 cars invited to be parked on the grounds in front of an old DuPont mansion. There was a Roll Royce and a Continental and Chryslers, etc. There was a lot of interest in the 56J and, as usual, most people had no idea that Studebaker made such an elegant looking car. This week-end it's off to Williamsport, PA for the AACA Annual Grand National show. The 56J is competing for its first Annual Grand National Award.

I took my car to a Concours in Canada in mid September and we got a nice picture/paragraph in the Toronto newspaper. You have to scroll down a few cars to find the 56J!

<http://www.theglobeandmail.com/globe-drive/reviews/classics/the-canadian-showstoppers-at-this-weekends-cobble-beach-concours/article31876763/>

We are taking the 56J to a private Concours event in New York after we show it again at Hershey October 1 weekend. Check out www.artinmotion.com. They invited 50 cars from 5 countries and one of them is our 56J! I expect that after both events, somewhere around 45,000 people will have seen the 56J.



Also, I'm not sure that I told you that my book is now for sale on www.oldemilfordpress.com.

Tom Aylward June 02, 2016

Your last newsletter had an article from Mark James about the awards our 56J's received in February at the AACA Annual Meeting in Philadelphia. Mark received the Best Discontinued Automobile Award and I received the Best Post War Car Award. What Mark didn't mention was that he presented a very interesting seminar at that meeting, "A Pictorial History (1955-1958) of Studebaker's Loewy Coupes". I enjoyed the seminar and learned a lot. Mark is active in AACA and helped make it a great weekend for the approximately 500 AACA members who attended. I recommend that any 56J owners who are AACA members attend the Annual Meeting.

The fact that both of us won these very prestigious AACA awards this year indicates to me that 1956 Studebaker Golden Hawks are now being recognized and valued by antique car collectors for their styling, performance and technical advancements that all of us who own a 56J have known for years.

Gary Willoughby June 11, 2016

Greatly enjoyed the latest newsletter and also the 'complete' lists. I was interested in the fact that the Ginnyhawk (6033325) was one of the "youngest" cars on the list of registered models. Only three were younger; Sam Hollingsworth-6033370; Steve Heise-6033438 (the youngest); and Bob Cook-6033337-possibly made the same day! (Note: Bob Strait 6033445 is also on that list)

There is a tag wired to the spring frame of the left rear seat cushion of the GH with an Aug 14th date, and Meredith told us she came off the assembly line on Aug. 23. (Jennifer was born two weeks later- to the day)

I would be interested to know the dates of others, but would this be difficult to determine, or even possible?

Tom Snyder June 26, 2016

Frank, this last month I have had my 56J in a local Friday Night uptown event in Dydersville. It was the same as last year with a lot of interest. My 56 has been around since 1970 and was well known by a lot of my students at school where I taught. Brian, my eldest was born the same year I found the 56 (1970).

Anyway, yesterday (Saturday) the local Ford dealer held their 3rd annual customer appreciation day with a classic and antiques car show plus much free brats, funnel cake and lemonade. My friend who has a 1967 original Dust Rose (very rare) Mustang and I figured what the heck. Our daily drivers where good enough to show.

Over 70 cars and over 2000 free brats later I can report that the economy is doing very well. Besides a 1958 Edsel (daily driver) there was not a single car there worth less that \$120,000. 2006 rear engine Mustang GT, 1966 Mustang with complete Carbon Fiber body, two Hemi powered mustangs, a 1957 2 door Ford Station wagon with a very high performance engine (I thought only Stude and Chevy made 2 door wagons). Next to me

was a 2006 Shelby GT Replicar (not the original as it supposedly is worth 1.5 million).

There was a 1974 VW with the air box for the engine heater still intact (unheard of) that also had an old working "swamp cooler" and a 1970 VW Bus/van with the original European license plate still intact (the license plates in 'Europe stay with the vehicle forever).

People constantly argued about the "pink" mustang as not original (the Ford dealer and employees) even though he has the production order. Mine got a few questions like "who made it" to why is the steering wheel in rough shape. Some questioned the Packard engine as not stock as it was suppose to have a Ford 289 engine. The food was great, it was very warm, I got a tan and hopefully educated a few "uninformed" in the ways of automotive history.

Yesterday there was also a national car show 30 miles away, Then 30,000 motorcycles showed up also at the J&P Cycles annual event in Anamosa. That is also part of the National motorcycle museum mentioned in the last two Turning Wheels, and then also the Great Race across the US showed up in Cedar Rapids and ends in Moline, Illinois this weekend. The Cedar Rapids Gazette had a big article on Friday. You could google that article as there were a lot of really old cars.

Jaime Cardillo July 05, 2016

Hope all is well. There were four 56Js at the SDC International Meet last week as well as three Sky Hawks. The three 56Js seen here won first place awards. Me (Red), August Daub (Yellow), Ron Bomberger (Black) The mysterious 4th 56J took off just as we were setting up for the photo shoot. I tried to scour the perimeter of the host hotel with my vehicle to no avail. The vehicle in question was two toned (Black and White).

Gus Daub July 09, 2016



Thank you for all your help in the long and arduous effort it took to bring the junk yard 56J back to life. We took the car to Warwick, RI where we met Jaime Cardillo (red 56J) and Ron and Fran Bomberger (black 56J).

The meet was nicely run and had quite a selection of various Studebakers including 4 Sky Hawks.



I hope this photo does not make you sad.

My granddaughter LOVES the 56J. All exterior bright work has been redone. Hood repainted, rechromed front grill, wheel covers buffed and decaled, etc.

It is unquestionably my favorite Studebaker to drive!! Nancy and I were driving home two weeks ago after a local car show and I realized that I was driving 70mph with my left wrist resting on top of steer wheel!?! Yikes! I immediately placed both hands at 10 and 2 just because it IS the smart thing to do.

Jim Locke September 18, 2016

Some years ago I wrote to you and received your newsletter for 1956 Golden Hawks. I went to a couple jobs, moving to Ohio, then Colorado, and there wasn't a lot of free time for me, and my hopes to get a 1956 Golden Hawk faded, but didn't die. That changed today.

I bought a 1056 Golden Hawk, #6031413 up near Muskegon Michigan. We'll be picking it up this coming Thursday. Enclosed is a picture in the ad for the car. I



1956 STUDEBAKER GOLDEN HAWK. 78,000 mi., solid Texas survivor, rebuilt eng., 4 new WW tires, new exhaust, brakes overhauled, AT, PS, PB, runs great!

checked it out and the description of the car was accurate. Though I missed the *Drive Your Studebaker* event, we'll be out at the Bendix Woods to

help with the South Bend observance of Indiana Statehood next month.

By the way, I've been employed at the former Studebaker Proving Ground since April 1999. Navistar bought the Proving Ground from Bosch April 1, 2015, so now I'm a Navistar employee. We look forward to see you in May 2017.

Here We Grow Again

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

- 645 Terry Rodino SN 6032705
Elkhart IN Prev Owner Jimmy Mackie
- 646 Krister Eriksson SN 6031269
Arlanda Sweden Prev Owner Nils Christiansson
- 647 Terry Hatton SN 6800023
Tuscon AZ Prev Owner Michael Auclair
- 648 Keith Langendorfer SN 6033206
Waldoboro ME Prev Owner Joye Wessells
- 649 Jim Locke SN 6031413
Argos IN Prev Owner Del Laidig

* = New SN (Not previously registered or reported)

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

237	Registered Owners
298	Cars Registered By Owners
324	*Cars Reported But Not Registered by Owner
622	Total Cars Registered plus Reported
41	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

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 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.

Want Ads

Due to the dramatic increase in printing costs, Want ads are no longer printed in the newsletter. Want Ads are posted on our web site at:

www.1956GoldenHawk.com (Click on Want Ads)

Also check out our sister site at:

www.StudebakerVendors.com With links to over 150 vendors doing business on-line. If you don't know how to access the Internet send a long (SASE) or ask one of your grand kids for help!

New Ads Since the last issue:

Studebaker's Hidden Treasure: The History and Design of the Studebaker Golden Hawk,
by Mark L James



In this brand new book you'll read about one of the most iconic American performance pioneers of all time- the legendary Studebaker Golden Hawk. We are accepting pre-orders for this limited print run. The book is at the printers and will ship as soon as it arrives in our facility. **DON'T MISS IT!!!** Hardbound, 88 pages, great photos \$29.95 plus shipping. www.oldemilfordpress.com

Wanted- Changeover from manual to power steering Ken Knepper 918-582-1954 (09-2016)



For sale- I have for sell a 1956 Studebaker Golden Hawk. It has the Packard 352 ci. engine, with 4 barrel Carb. It has an automatic ultramatic transmission. 62,500 original miles. The car was repainted in 1989. It has original motor, trans, and rear end. Never been

wrecked. Interior is good condition. The wind lace could be changed. All gauges work, but the tach. The car has pertronix ignition. New recored radiator, hoses, belts, and water pump. Any questions call or e-mail \$35,000 or best offer Al Bonchi. 1-724-375-4047 abonchi1@comcast.net (06-2016)

For sale: Hi: My name is Dave "Buz" Kinkel, member SDC. We build 1/43 scale white metal model cars and have just produced 1956 Golden Hawks in 2 color schemes, Ceramic Green/Snowcap White and Tangerine/Snowcap White. If you would like to let your members know about them, they can be seen on our website www.route66modelcarstore.com. You can reach us: Mail: P.O. BOX 145 Western Springs IL 60558 Phone: 708-246-1543 Fax: 708-246-1085 buz@route66modelcarstore.com

Thank you. Love '56 Golden Hawks! Dave "Buz" (08-2016)

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

Complete Package Flash Drive. 1956 GH Restorers Guide Video plus 1956 GH Parts Catalog, 1956 GH Authenticity Guide, 1956 Owners Manual, 1956 Accessories Catalog, Borg Warner Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, 56J Only Newsletter back issues, 1956 GH Production Orders.



\$25.00

1956 Studebaker Passenger Car Manuals on Disc. 1956 GH Parts Catalog, 1956 GH Authenticity Guide, 1956 Owners Manual, 1956 Accessories Catalog, Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, 56J Only Newsletter back issues, 1956 GH Production Orders. (Same as the Flash Drive but without the Restorers Guide Video.)



\$20.00

1956 Golden Hawk Restorers Guide on DVD Contains a video version of the Authenticity Guide with many new items discussed. (Included on the Flash Drive)



\$20.00

\$20.00

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 \$25.00 foreign S/H).



\$60.00

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 \$16.00 foreign S/H)



\$30.00

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

Make Checks Payable to Frank Ambrogio.

Owners Roster send Email or SASE (Registered owners only)



Scan the QR Code with your mobile device to go to our web site.

In this Issue

- **Garbage - The new gold standard** - could it power your Studebaker in the future? A lighthearted look at an alternate fuel source!
- **Mark James** estimates that over 45,000 people have seen his 1956 Golden Hawk at various shows. He also has finished his book, *Studebaker's Hidden Treasure: The History and Design of the Studebaker Golden Hawk*,
- **Tom Aylward** gives an update on the AACA Annual Meeting held in Philadelphia he and Mark James attended.
- **Gary Willoughby** notes that his 1956 Golden Hawk is the third newest one on our Register.
- **Tom Snyder** provides some highlights from a couple of shows he attended.
- **Jaime Cardillo** .provides a photos of three of the four 56Js at the SDC International Meet in Rhode Island.
- **Gus Daub** comments on the help he received with restoring his 1956 Golden Hawk showing at the SDC meet.
- **Tom Curtis** tells of how much he is enjoying his 1956 Golden Hawk (*one that looks familiar to me!*).
- **Jim Locke** is finally getting the chance to enjoy driving a 1956 Golden Hawk after sixteen years.
- **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 send more junk!



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PLACE
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For the Type "J" Personality