



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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The Other Robert E. Lee By Frank Ambrogio

On July 2, 2017, I received a hand written letter from Robert E. Lee of Warrenton OR. The letter was short and to the point:

"Dear Sir. Please send me a sample copy of your publication. Also can you tell me about any other publications your get? I thank you now for any help you may give me." Printed on the letterhead was, *"Editor of Robert E. Lee's Guide to Motor Vehicle Books & Periodicals, Automobile - Bus - Motorcycle - Truck"*.

The request seemed simple enough, but I had no idea of the scope of Robert's venture. Being a little suspicious, I searched the Internet and found a story by Matt Love dated September 24, 2014, which described Robert's endeavor. At that time, Robert's list topped 10,500 titles.

Matt's story included this sentence: *"After many long hours laboring online in Astoria's 3 Cups Coffee, the database went live in 2012 and includes books, magazines, newsletters, and virtually anything else ---->*

The listing for 56J Only is shown below:

6627 56J Only

1956 Studebaker Golden Hawk Owners Register
Newsletter 3 Studebaker
found 1989 - need a copy for my files

2905 W. 50 St., Westwood, Kansas 66205, UNITED STATES
English Club

I became enamored with Robert's project and decided to not only list all the newsletters, but to send him a copy of each one. I receive about 30 newsletters by Email including *The Echo* from Chris Collins, *Around The Bend* from Curtis French, *Hogtown Headlights* from Danny Thomas, *Henney - Programs of Progress* from George Hamlin, *Studebaker Packard Post* from Mark Carson, and a bunch of Packard chapter newsletters. I also receive an extremely well done newsletter by mail, from the *Henry Ford Heritage Association* called *The Ford Legend*.

Although an Email address and web site were shown on the letterhead, I could not get in touch with Robert by Email, so I printed each newsletter and mailed the package to him.

printed about automotive culture." Apparently, this was the real deal, and I wanted to find out what was included. After a little more sleuthing, I was able to find the online database.

It seems the database contains a listing for just about every automotive publication ever printed, not just here in America, but worldwide including most car club magazines and chapter newsletters. Three that I checked, *56J Only*, *Turning Wheels*, and *Greasy Prints*, were all identified. I then checked a few others and all but one was listed. The information wasn't always accurate, e.g. *56J Only*, listed an address in KS, and *Turning Wheels* showed an address in WA, but other facts appeared correct.

In most instances, the note, *"Need a copy for my files"* appeared at the bottom. Not only did he have information on all the publications listed, but apparently had a printed copy of many publications as well. I can't imagine how much storage space is required for that.

About 10 days later, I received another hand written letter from Robert telling me he didn't use the Internet anymore and that he was sending me an old list of books and magazines. On July 26, 2017 a rather large package arrived. Inside was a bundle about 5 inches thick of roughly 820 loose, double sided, sheets of paper containing Robert's lists.

There were two separate listings, one from 2013 listed books and periodicals by title, while the other from 2014 listed Magazines, newsletters, and Newspapers by title.

Robert indicated in this letter that he would send me the new book and magazine lists later that week. That package arrived a day later on July 27, 2017 and contained updates on every newsletter I had sent him. I

was impressed, and told him so in another letter I wrote to him, and included 9 more newsletters.

Robert's list included names of people who had been most helpful in his effort. Two that caught my eye were Dwight Heinmuller and Stuart R. Blond. I've never met either of them, but have some association with them.



I exchange newsletters with Stuart who edits the *Victorian Voice* of the Packards East Region. Dwight was instrumental in getting the 1956 Golden Hawk oil filter decal reproduced when the late John Bricchetto and I had been working on this for a year or so and finally got it done in 1986. This same decal is used on the 1956 Packard Executive with the 352" Packard V8.

I later spoke with Robert by phone. When I asked about his storage facilities, he told me he lived in an apartment. In the middle of one room, he had two recliners and a TV, with the remainder of the space filled with automotive literature.

I just can't impress upon you, the enormity of this project. I just think Robert E. Lee deserves a copy of every Studebaker and Packard newsletter. If you are a chapter editor, I hope you will give Robert a hand with his project and send a printed copy of your newsletter, in color if possible, to:

**Robert E. Lee,
235 SW Alder Av #6,
Warrenton OR 97146-9616**

Robert is aware that at some point, he won't be able to continue the project. When that happens, he plans to donate his collection of automotive-themed books and car models to a California auto museum. I hope that museum will have enough room!

From Robert E. Lee

I think this is now the largest list of books and magazines in the world on Motor Vehicles. I think I may be the only person trying to find and document every Book and

Magazine on Motor Vehicles. This is a 60+ year trip for me all over the world. Some people have called this an obsession, I call it my passion. This has been a hobby for me since I was about 10 years old.

I don't work on it everyday. I don't do this for money. I don't have any financial help. I have no books or magazines for sale or trade. I offer this list for FREE as long as you get it from my website. I do depend on other Book and Magazine collectors for information on titles I don't have.



Do you know of a Book, Magazine, Newsletter or Newspaper not on my list?? Is my information up to date?? If not, can you help bring it up to date?? I depend on WORD-OF MOUTH advertising so please tell your friends and anyone else that you think would have an interest in collecting books and magazines on motor vehicles.

All I am collecting now is any issue of a title. If you are the first to send me a copy of a magazine I don't have I will thank you with a mention under the title. Because of two strokes and a back injury from falling down the stairs this is about all I can do now. It also keeps me from chasing fast women which I can't catch anymore. I want to thank the three ladies who have kept me alive Allison Mattila, Lydia Warner, & Barbara McNaughtom, my health care providers.

I started publishing this list because Steve Kuk and I each had a list of magazines and we combined them. We both wondered when a magazine started, how often it was printed and when it died. I started printing this magazine list around 1980 with 883 titles by 1985 it had just over 1700 titles now it has over 10,500+ titles. I also have over 11,000+ book titles listed. I am looking for Automobile, Bus, Motorcycles & Truck Book, Magazine, Newsletter & Newspaper titles and addresses.

I want this list to be the most comprehensive in the world. I can only do this with the help of others. Can you tell your readers about my effort?? Niels Jorgensen has sent me by far the most magazine titles and Gary Fisk has sent me the most magazines.

**Picture of my Golden Hawk
in November, 1956**
From Curtis French

I was looking at my production order today. Destination was shown as "Atlanta." When I've looked at it before, I assumed that it was shipped to a Studebaker dealer in Atlanta. It occurred to me today (duh!) that the name of the dealer probably wouldn't be a full name, and that "Tag Mr Ralph McCorkle, Jr., service for wholesale delivery April 30th" probably referred to the original owner.

DATE TO SHIP		DATE WRITTEN		ALIAS	ITEM	QUAN	UNIT	LINE NO	FACTORY	SERIAL NO
MO	DAY	YE	MO	DAY	YE				PACK NO	
4	18	56	4	13	56			3980		6032826
ATLANTA 3 GA								11 B	50926	K-1631
CUST.										3356
TRUCK AND TRAILER CO										819
36J K7										1426
P 5611 MIDNIGHT										4-24-56
T 8414 NC								343		APR 28 1956
OD TRAN										
71UX15 4 HNT										
DIR SIG AC 2738Z										
TAG MR RALPH MC CORKLE JR										
<i>Service For Wholesale Delivery APR 30</i>										
Studebaker-Packard Corporation										
PASSENGER CAR PRODUCTION ORDER - FINAL ASSEMBLY LINE										

So I *Googled* the name; found a Ralph McCorkle who passed away at age 87 in February of 2012 who was born in Atlanta, grew up and graduated from high school in Atlanta and, after serving in the military, graduated from the University of Georgia in 1954. According to the obituary, Ralph "loved his family, his country, and his automobiles."

He lived most of his adult life in the Birmingham, Alabama area. Was survived by his wife, Maureen, and three children, one of whom lives in Australia. Googled Maureen and found out that the Homewood (near Birmingham) police department had just honored her for many years of service, and that she was originally from Australia. Also got a phone number somehow.

Thought about it a bit, then held my breath and called her. At first she was suspicious, but listened to my story. She said she knew nothing about cars, but Ralph loved them. She would look through his old pictures and see if she could find one of the Golden Hawk. Couple hours later, she emailed me the attached photo, which she said was dated November 1956. Was that it, she asked? I answered, simply, "yes," omitting some choice additional words that came to mind when I first saw the picture. Thanks Maureen.



My Two Golden Hawks

From Chris Mizzi

Thank you for the nice note. I do own a 56 Golden Hawk. In fact I own 2 of them. One of the cars 6030685, is nearing the end of a 7 year restoration. It's Sunglow Gold and white, with a black and white interior. It's been a long road but it's just little old me doing most of the work. I have used your website regularly along the way, and have found it a very valuable resource

Brent Hagen has been a great source for parts and some technical advice along the way as well. I don't know if you know him personally but I found him on your website and he's really a good guy and my go-to source for parts.

The "parts car" is actually a really nice car, relatively rust-free and definitely restorable. I bought it to use as a kind of template to help me put my car back together, and to use for parts if I needed them. It does not have the original 352 Packard in it, but it does have an Avanti R1 engine and a 4 speed. It's blue right now, but originally it looks like it was Air Force Blue and White. It has factory power windows, a wind-up antenna, and Speedster wire hubcaps. It doesn't run, but after I'm done with the first car I may try to get it on the road.



The car was titled as a 57 when I bought it, but it's clearly a 56. I had to have a police officer come and verify the serial number when I transferred the title so I could title it correctly. That may explain why it never made it to your registry.

The second car 6800362, is a solid and complete car that I bought as kind of a template to help me put the first car back together. It's a 56, but when I bought it, it was registered in California as a 57. I verified the VIN and registered it correctly in Michigan as a 56. It is a Golden Hawk, but somewhere along the way the 352 was replaced with an Avanti R1 289 and a 4 speed. That's the only non original thing on the car. I may restore that one as well, but I haven't decided what I'm going to do with it. It was built in LA and has speedster hubcaps, power windows, and several other options.

I have a story that goes with my restoration car. I was going to write you when it's totally finished, with pictures, as a story for consideration in your newsletter. I guess this is as good an opportunity to do that.

My mom's youngest brother had a 56 Golden Hawk which he purchased in the early 1960s. He eventually sold that car to his best friend, who later went to serve in Vietnam.

Before he left, he and my uncle stripped that car of anything they could easily unbolt, pushed it to a sparsely used road near their home, and abandoned that car. Keep in mind that in those days a 10 year old car wasn't worth much. Things were different.

Anyway, growing up I always heard about my Uncle Lou's Studebaker. He loved that car. As my involvement in the hobby grew (and grew) I came across a 56 Golden Hawk for sale on Ebay. I bought the car, which was in much worse shape than I thought and led to a frame off restoration that's nearly complete.



When I bought the car I called my Uncle, who then called his friend and asked him if he still had all that stuff they stripped from the car 40 years before. Sure enough he had most of it. I got the bumpers, grille, and some odds and ends. I rechromed the bumpers and grille, and installed them on my car, so in some ways my Uncle's 56 Studebaker Golden Hawk, abandoned long ago, lives on today.



Mail Bonding
Letters From Our
Readers. (Edited as
required.)

George Hamlin May 30, 2017

Curtis French's citing of the occasionally heard clatter in a Packard V8 reminded me of the times I spent hanging around McNey Motors in Bethesda. When those engines were new, some of them clattered even before delivery. The service manager did some field testing: after a 10-mile run up to Rockville and back on a hot day, the test cars would come back clattering. The

problem was 10W-30 oil, which was a poor formulation. His cure was simple: straight 20 in the winter, straight 30 in the summer.

For year-round service these days I use 10W-40 or 15W-40 and have never had a problem.

Jim Knox May 30, 2017

Thank you Frank for the note. Funny, like you I thought the Packard Hawk was the UGLIEST car I ever saw, but again like you, it kind of grew on me over the years also.

Funny story on one of my 1956 Golden Hawks. As you know I own two 56 Golden Hawks. One is all original, has about 50,000 miles on it, and frankly has never run correctly since I owned it.

I don't know if it's a fuel problem, a carburetor problem, or something else. I have had several local mechanics try to fix it and they were not up to the job. Several times the car broke down while I was driving it and it just breaks my heart (and wallet) every time I take it out. So finally I had the car shipped last week to a mechanic who specializes in Studebaker's. I figured if he can't fix it, nobody can!

The other 56 Golden Hawk I have had a Cadillac 427 cubic inch engine in it which someone put in years ago. Although not original, the car runs great and never leaves me high and dry! I do wish it was all original but I can't fix that now.

I have had the entire outside painted Romany red and snowcap white, had all the chrome finished, and have Rene` at Southeast Studebaker working on the interior. That will be it.

So there you go, the all original 56 Golden Hawk has broken my heart and wallet since day one. The modified Golden Hawk runs great.

Mark James June 5, 2017

Last weekend we took the 56J to Greenwich, CT for the 22nd Annual Greenwich Concours d'Elegance. Saturday, June 2, dawned cool and rainy in Greenwich. By late morning, however, the skies cleared and the crowds came out to admire the cars on the shore of Long Island Sound.

There were eleven cars in my class, including two other Studebakers; a Sky Hawk and a 1961 Hawk. It was great to see that many Studebakers.

Most of the comments on my car were complementary of its Yellowstone body with Midnight Black accents. During the Awards Ceremony it was announced that my 56J won its Class Award, known as "The Award of Timeless Excellence."

I have seven more Concours shows this year. Three will be the 56J.

Gary Willoughby June 25, 2017

Engine rebuild is progressing. Getting parts from Jack Vine in Spokane. The cylinder sleeves were in good shape, only needing a honing. The crankshaft main bearings were in good shape but Jack only had .010 oversize bearings. Therefore we had to grind the shaft down.

I am leaving the cam and valves stock in spite of suggestions to warm it up. It runs fine like it is. Can't seem to find the proper engine color in your video guide. What present day color will match the original color? I'm cleaning and painting the pan and other appliances myself and don't want it to be a Chevy color. Had the valve covers chromed and its gonna look goooood! Will send updates.

Bill Ladroga August 20, 2017

I thought you might be interested in my recent project.

I had checked with you a while back to see if you might have an extra brake fluid reservoir and you didn't. I asked myself, "How complicated can it be to make one?" ??.

Since none of the individual parts of the S-P kit are available, I found a container company that makes the glass jar with a metal cap and they sent me a free (!) sample the size of the S-P jar.

For some reason that I can't recall, I had a master cylinder cap with a 1/4" NPT hole in it and I already had a container full of tubing fittings that I had accumulated in a previous life. Using some scrap I had, I also made a sturdy firewall bracket for it.



The real problem was getting some sort of panel through-coupling for the metal jar cover to screw the fittings into. Again, I found another company on-line that was willing to send me a free (!) sample but I asked for

one size too large (3/8" vs 1/4") and I had to adapt. I cut a hole in the top of the cover and used an o-ring under the fitting washer.

The point is, I just spent \$2,000 in parts and labor to have my 1962 GT Hawk brakes all re-done (new drums and all) and I wanted to set it up with a brake fluid reservoir so I don't have to lift the carpet to check the fluid level. So I made one.

It's not the simplest set-up in the world, but I think it'll work. I've attached a photo. To see a more detailed description, look on-line at:

www.1956GoldenHawk.com/Brake_Fluid_Reservoir.PDF

Geri Bauer September 11, 2017

Good afternoon. I am the buyer of the vehicle at Mecum auction. I have been looking for a car like this for a long time. I actually bought one from a man in Calif and he arranged the shipping which was not so reliable.. The trailer disconnected from the truck and went down a ditch in Ohio.. One big mess.

This vehicle arrived in excellent condition and I have successfully entered the car in the Spring Concourse dElegance held in Greenwich Conn.next June.

I will send you a donation within the next few days. thank you for contacting me.

If you hear of another wonderful Studebaker let me know.. I am also looking for a bullet nose car.

Am at the Hemmings show in Lake George with a 1969 chev pick up. All stock. I tried to get the Studebaker in but the class was filled

Thank you again for your letter and a donation will follow.

Wilma Hummel September 20, 2017

Having an auction Saturday just to be rid of stuff not needed any more.

A lot of everything. Hoping to sell the property as well but not on auction. Have to pay to much, it has been 6%, don't know if is more or not.

Glad you are OK after the hurricane. That sure made a mess. Seems like they just keep stirring the pot so to speak, from one place to another.

Take care will get it in the mail soon

Mark L. James September 21, 2017

Wow, 9 days of no power or water (hurricane Irma)! That's horrible! Sounds good that things are getting back to normal. Our daughter lives alone in West Palm Beach, and thankfully she only lost power for about 36 hours.

I have been working diligently on the 1962-64 GT Hawk article. Still deep in research and just beginning my outline. I'm falling in love with these cars! I'm working on getting the article published in either Collectable Automobile or Hemming's Classic Cars. Still months away from a first draft.

Last week-end we had my '58 Golden Hawk in Lake George, NY for the Hemmings Concours and we won Best in Class AND the only postwar finalist for Best in Show!

Have you heard anything about the status of the 56J Authenticity Guide?

Hope your world is getting back to normal.

Here We Grow Again

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

659 Chris Mizzi SN 6030685 & 6800362*
Dearborn MI Prev Owner Charles Crowley

660 Dan Caswell SN 6031653
Minot ND Prev Owner Mike Lantsberger

661 Geri Bauer SN 6031559
Bridgehampton NY Prev Owner Richard Anderson

* = 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 four years. If you receive one, complete and mail it at once or you will be dropped from the mailing list.

The 56J Register - By The Numbers
1956 Golden Hawks Registered/Reported/Scrapped

225	Registered Owners
293	Cars Registered By Owners
332	*Cars Reported But Not Registered by Owner
625	Total Cars Registered plus Reported
46	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

Administrative "Assistance"

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!!!

✓ **Studebaker Drivers Club (SDC):** Although we are not officially connected with SDC, they have always been in our corner. I am a life member and would urge every 56J owner to join. It is a great organization and at least two of its Presidents have owned a 56J.

✓ **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.

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 *ask one of your grand kids for help!*

New Ads Since the last issue:

For sale: for a '56 Golden Hawk:

(1) Pair of BRAND-NEW 1956 Golden Hawk taillight bodies (that have a slight indentation on the body to clear the fin) #1314382, and #1314383 (box says #1312091, but it's clear it is the left or right taillight body to match the other) \$350/pr (07-2017)

(1) BRAND-NEW, never-on rear bumper for a 1956 Golden Hawk. Tag on it says #536005, which may also fit a later Hawk. \$375. I can be reached at: Denny Foust, studeguy54@verizon.net or 814-441-4799 (07-2017)

For sale: 1956 Studebaker Golden Hawk automatic, runs pretty good has been sitting awhile. Appears all

original has an older restoration. Owner wants a reasonable offer call 859-588-0381 car is located in central Ky. (07-2017)

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 (New version), 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



\$20.00

1956 Studebaker Passenger Car Manuals on Disc. 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 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. (Video is Included on the Flash Drive) \$20.00



\$20.00

1956 Studebaker Golden Hawk Parts Catalog. Printed version, 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins. Formatted just like the regular Studebaker Parts Catalogs (add \$25.00 foreign S/H).



\$60.00

1956 Studebaker Golden Hawk Authenticity Guide. (Original version) 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

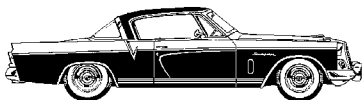
- **Robert E. Lee** has been compiling a list of virtually every automotive publication from around the world.
 - **Curtis French** tells the story of how he found the original owner of his car and the photo he received .
 - **Chris Mizzi** registers two 1956 Golden Hawks and provides a story on the one he is nearly finished restoring.
 - **George Hamlin** gives a little Packard V8 history and advises using 10W40 oil, year round.
 - **Jim Knox** tells the tale of his original and modified 1956 Golden Hawks.
 - **Mark James** reports that his car won a top award at the 22nd Annual Greenwich CT Concours d'Elegance.
 - **Gary Willoughby** sends an update on the rebuilding of his car's engine.
 - **Bill Ladroga** provides some information on a safety brake reservoir he has fabricated.
 - **Geri Bauer** is enjoying her new purchase from the Mecum auction held last May.
 - **Wilma Hummel** drops a line regarding the extra parts and other items she is getting rid of.
 - **Mark James** also reports on his progress working on a 1962-1964 GT Hawk article.
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- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice either by mail with this issue, or by email if I have an address for you. 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!



**FRANK AMBROGIO
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SORRENTO FL 32776-9233
USA
ADDRESS SERVICE REQUESTED**

PLACE
STAMP
HERE

MAIL TO: _____



For the Type "J" Personality