



# 56J ONLY



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

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

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### A 1956 GOLDEN HAWK RESTORED IN REMEBERANCE

By Wayne Hamilton

Yes I still own 6800492. This is the car that my son Andrew bought when he was 15 from Adolph List in Carlisle Ill. You met Andrew at one of the Meet dinners. The photos are the completed car in April 2017, the Hawk and our '85 Avanti in South Bend in May and Andrew at 18, with his '56 Champion, visiting Adolph in Carlisle. I will send you an article that is being written for our Chapter newsletter on the history of the GH.

Andrew worked on the Golden Hawk while in high school, along with other cars that captured his interest. The Golden Hawk was a total rotisserie restoration with Andrew doing the sheet metal fabricating, welding and body work. The chassis was totally stripped then hot dip galvanized before reassembly began. I did all the mechanical work on the engine and transmission conversion.

The GH was awarded best in division(modified) and 400 points at the International Meet. I will keep in touch, Wayne

**NOTE: The following is from The Bullet-Tin, newsletter of the Hamilton Chapter of the Studebaker Drivers Club Used with permission. The editor's comments are those of editor Paul Cronkwright**

*At some time or other most of us have heard the term "like father like son", this was most certainly the case with the late Andrew Hamilton and his father Wayne. Andrew had a keen interest in anything mechanical which eventually, and to no surprise, included Studebakers. He had a great sense of humour and an ability to pick up on things quickly. So, he had no problem with restoring the Hawk. I can say this with no uncertainty because Andrew was one of my engineering students at the college. And now for the story as told by his father Wayne.....Paul*

In 1995 Andrew, 15, purchased a 1956 Golden Hawk from Adolf List (87) of Carlisle, Illinois. At the age of 18 Andrew drove his 1956 Studebaker Champion down to visit Adolf. The Champion was all original with only 70,000 miles on the odometer.



Andrew passed away in 2006 and the car was put into storage. In 2014 I brought it out from the barn and decided to finish it the way Andrew and I had discussed. Every day I spent working on the car I was remembering the passion Andrew had for it. This project was a labour of love. The car was completed in March 2017.

#### BUILD DETAILS AND MODIFICATIONS

**Engine** – Packard 352-ci (internally stock). Brackets were fabricated to mount the Sanden A/C compressor in the generator location. Additional brackets were required to mount the 100 amp alternator to allow for hood clearance. The Oldsmobile oil pump conversion was installed with internal piping changes that allowed for the full flow external spin on oil filter.

**Transmission** - A Mustang shifter boot was installed on a 1980 Grenada 4 speed manual transmission with 30% overdrive. The car was originally a 3 speed O/D model. **Body** – The hood was modified to allow for the installation of the 1963 side grills with signal lights. This was required due to the elimination of the fender mounted lights. I replaced the cowl with one from a 1962



Hawk along with the lower windshield chrome mouldings. Chrome upper door moldings from a 1955 hardtop were installed along with lower Crown Molding pieces from the 1957-58 hardtops. The stainless two-tone trunk trim from the 1956 coupes was installed to have a clean break for the new two-tone paint scheme.

**Interior** – The front bench seat was replaced with modified reclining bucket seats. A modified rear seat arm rest was installed between the seats. Stainless steel headliner bows from a 1962 Hawk replaced the original plastic bows. Upholstery credits go to Jim Lawrence – FBN Industries, W Virginia.

**Chassis** – The chassis was blasted clean then hot dipped galvanized. Turner disc brake conversion was installed. A 1962 Hawk front sway bar replaced the original bar. The Twin Traction differential is from a 1963 R2 4 speed Avanti with 4:09 gears. Jeep Cherokee 6” rims have 205-75-15 Diamond Back WW radial tires mounted with 1956 hub caps.

**Editors notes:** *Wayne's Golden Hawk is beautiful and a wonderful tribute to his son Andrew. There were only 4,071 Golden Hawks built in 1956, 3,472 in South Bend with the remaining 601 in the California plant. Wayne's was built in California*

Wayne and Sharon left home in the Golden Hawk and '85 Avanti last May to attend the Studebaker International Meet in South Bend. The Hawk only had 110 miles on the odometer. Wayne entered it for judging in the “modified, with a Studebaker engine division” and came home with a “best in division award” with 400 points. The trip was problem free and Wayne told me that the Hawk was a delight to drive.



**1956 Packard  
12V Mini Hi-Torque Starter 352 cid  
From Larry Michael**

I have owned my 56J for over 50 years and have had two different Autolite starters on it during that time. Both starters cranked the Packard engine over very slowly and I have heard some other owners complain of the same thing. I had one gentleman at the last South Bend SDC International Meet tell me that the Delco starters

cranked the 352cu in motor better than the Autolite versions.

On a trip last fall to one of our local Studebaker Drivers Club meeting, the old 56J starter solenoid decided it was a good time to die. Rather than replace/rebuild the solenoid, I decided to look up starter motors on eBay. I found a high torque, gear reduction light-weight starter for \$220 and decided to try it. I now have it installed and am very, very pleased with the way it cranks the engine compared to the original starter. I don't want to act as an advertiser, but the unit is made in America (Snap Rebuilders out of Salt Lake City), the eBay URL is [https://www.ebay.com/itm/1955-1956-Packard-12V-Mini-Hi-Torque-Starter-352-cid-1107635-1107656-3594-/272558467449?\\_trksid=p5731.m3795](https://www.ebay.com/itm/1955-1956-Packard-12V-Mini-Hi-Torque-Starter-352-cid-1107635-1107656-3594-/272558467449?_trksid=p5731.m3795) They send two spacers (shims) with the unit and you must use both to have the starter motor gear retract far enough after the engine starts. I am extremely pleased with this unit. One note is that the original starter solenoid was a 4-wire design with the green wire going to the distributor. This starter uses a three-wire installation and you do not use the old green wire with the new starter.

**The advertised information is as follows:**



This starter has about 50% more torque and draws less amps during cranking. It weighs only 8 pounds, the original weighs about 17 pounds. This Starter has a built in Solenoid. It will hook up just like the original.

This Starter is rated at 1.2 to 1.4 kilo watts this works out to 1.9hp

This is one of the most powerful mini race starters you can install. It is a modified late model Nippon Denso Offset Gear Reduction Starter.

It is manufactured here the USA not overseas. This starter has a solid Billet housing with two mounting bolt holes the top and bottom.

This starter will also resist hot start problems this is a great upgrade. This is a quality-built unit. The aluminum mounting plate can be rotated in different locations for additional clearance if necessary.

The solenoid has all new contacts. The drive clutch has all new heavy duty springs and rollers with high temp grease designed for starter drives. The hardware is not blasted to bare metal like all the others but PLATED to resist rust.

If anyone is looking to replace a starter with one that uses less amps and cranks much faster, I would highly recommend this unit.

## Mail Bonding



Letters From Our Readers. (Edited as required.)

**Howard Brown** January 22, 2018

Thanks Frank. That worked great, As usual, very interesting reading. My car (6800088) is getting very close to finally being driveable. Not restored, but running and driving. Then I'll start the cosmetic stuff.

**Bryan Laszlo** January 25, 2018

I was wondering if you could help me in finding a Golden Hawk that was owned by my dad. I would like to find it and maybe buy it. I just don't know how to go about it. I was hoping to see if you could look it up for me. The vin number is SN 6031113, owner Edward Kann prev owner Mike Super, anything you can help me with would be great. Thank you for your time. My name is Bryan and my number is 360-603-6055

**NOTE: This is the car that John Bernt registered in January and ran in the 2017 Mille Miglia. I sent all the information to Bryan, but despite two additional Emails, I did not receive a reply. John also contacted Bryan stating the car was for sale, but apparently nothing further developed-FJA**

**Richard Atkinson** January 30, 2018

Perhaps you are familiar with 'Imbued with Hues' on Facebook. A lady by the name of Patty colorizes B & W photos with great skill. There is another lady, Olga, from Russia, who is equally adept... and patient at achieving tremendous results.

A couple of weeks ago, I saw a post on Facebook (FB) in which someone loaded a B & W of the 1956 Chicago Motor Show and center stage was the '56 Golden Hawk. Patty has posted numerous photos of De Soto's and all manner of other car brands. In fact last year she offered to colorize a 56 Golden Hawk photo if I were able to provide her with one.

Having saved the photo from a couple of week's ago, I contacted Patty via FB and explained I saved the photo, explaining how I'd come by the image and I didn't claim copyright, nor was anyone else on FB. In fairness Patty colorizes the photo as a hobby, so she doesn't seek financial gain, but rather to share the results of time and patience.

A little less than two days ago, I came across a post of FB in which Patty had loaded the B & W photo, fully colorized in all its glory. You may have seen this photo as it seems to be doing the rounds and certainly getting plenty of positive comments.

I've attached the photo in case you'd not seen it previously.



**Ellen Glass** February 02, 2018

**NOTE: Joe Thompson asked about the shift quadrant. The late Bill Glass had some of these made by the Shrock Brothers years ago, so I contacted Ellen to see if she might be able to help Joe.**

Since I moved from the house this past June into a co-op apartment, I have had many boxes placed in storage. There is a good chance that I have one or two and I will contact Joe this week end and speak with him. It may take me a week or two (I was pretty good at labeling the boxes and bins).

I do believe that Bill had the indicators made by Shrock. Unfortunately, the last time I saw Dave and Tom was last March at York (which is no more). I will also try to reach out to them in the next week as well. Those indicators were really well done.

I have the Hawk from Hell garaged near where I use to live and not far from where I am now. I pay rent for her to be there but I just cannot give her up.

My 5 year old grandson is anxious to drive in grandpa's car: Our daughter actually learned how to drive in her. I won't be able to take her out until the snow has melted and the roads are clear of salt.

**Chris Mizzi** March 7, 2018

I took 2nd in the restored class at this year's Detroit Autorama. Thanks for your help along the way.

The 66th annual Detroit Autorama took place March 2nd though 4th. It is billed as America's greatest hot rod show, and is the home of the Ridler award, which is the most prestigious prize for custom cars.



The Autorama does not just consist of customs however. There are several different classes of restored and survivor cars as well. Almost 200,000 people attended the show over the course of the weekend.



My 56 Golden Hawk took 2nd place in the restored class. I was surprised how many people stopped to talk about the car and Studebakers in general. I even met a gentleman who told me he bought a 56 J new! Several people thought all Golden Hawks came with the supercharged 289. It was a lot of fun discussing the car and being a part of a very fine show. I would recommend it to anybody who appreciates automobiles of any genre.



**Tony Shank March 13, 2018**

Yes, I got the info and can not be more happy. I have a question, on the info sheet the car was originally delivered to Darby, PA.. Darby and Collingdale are the same town, just different areas in the same town. That means this car after 62 years is back in the same town it was sold, that does not happen often

*Note: Bob Johnstone's web site has a listing of many Studebaker dealers. The following were listed in Darby or Upper Darby. Maybe Tony's car was delivered to one of them. <http://www.studebaker-info.org/>*

- Bertollett Packard Co., Upper Darby, PA
- Burdumy Studebaker, 228 S. 69th St. Upper Darby, PA (C 1962)
- Stout's Studebaker, 228 So. 69th St. Upper Darby, PA (C 1950)
- Whitlock Motors, Inc., Chester Pike & Pine St. Darby PA (C 1952)
- 

**Here We Grow Again**

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

- 665 Ian Myers SN 6031770  
Valeyfield QC Prev Owner Wayne Hamilton
- 666 Randy Bohannon SN 6800251  
Tacoma WA Prev Owner Joe Udvare
- 667 Kenneth Styer SN 6032229  
Pottstown PA Prev Owner William Bradford
- 668 Tony Shank SN 6030887\*  
Collingdale PA Prev Owner Mark D'Onofrio
- 669 John Goff SN 6800101  
Conifer Co Prev Owner Ken Kidwell
- 670 Allen Bennett SN 6032883  
Yakima WA Prev Owner John Fulkerson
- 671 Leon S. Cohen SN 6800052  
Roseville CA Prev Owner Andrew Maas
- 672 Gary Walajtys SN 6030988  
Greenville SC Prev Owner Billy Greene
- 673 David Smith SN 6033257  
Las Cruces NM Prev Owner Jim Freed
- 674 Jim Anderson SN 6800183  
Dundas ON Prev Owner Ray Martin
- 675 Matt Opack SN 6032586\*  
Duluth MN Prev Owner Unknown
- 676 Tom Gallagher SN 6031974 6031488\*  
South Amherst OH Prev Owner Unknown

\* = 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 "J" Account**

**1956 Golden Hawks Registered/Reported/Scrapped**

240	Registered Owners
308	Cars Registered (include parts cars)
324	*Cars Reported But Not Registered by Owner
632	<b>Total Cars Registered plus Reported</b>
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](http://www.1956GoldenHawk.com) (Click on Want Ads)

Also check out our sister site at: [www.StudebakerVendors.com](http://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-** 1956 Golden Hawk The engine is sound & runs good, the transmission operates smoothly with no leaks. I am the 2nd owner of the car and have even kept a lot of maintenance records from the 60's. I used to drive the car on occasion up to about 5 years ago and is now stored safely. The floor boards & trunk panels are in excellent/near like new condition. The interior, glass, & chrome are all original and in excellent shape. Brake system was all replaced some years ago, but may need attention after long storage. The exhaust system needs replacement. The only sheet metal repair needed would be the usual rust area on the front fenders. They were cosmetically done some years ago along with a re-paint in those areas. Matt Opack Email: [opackjr@gmail.com](mailto:opackjr@gmail.com) 4234 Turner Road Duluth, MN 55803 Cell: 218-348-4234 (05-2018)

## 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, 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 1996 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-

<b>Oil Filler Cap</b> , blue/buff	\$ 3.00
<b>Oil Bath</b> , yellow/black	\$ 4.00
<b>Seat Belt</b> , red/black/white (need 2) ea.	\$ 3.00
<b>Generator Field Terminal Tag</b> , red	\$ 1.50
<b>Tachometer Sending Unit Tag</b> , 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

- **Wayne Hamilton** provides a story on the restoration of the 1956 Golden Hawk that his son Andrew purchased.
  - **Larry Michael** offers advice on a replacement starter for the Autolite equipment used in the 1956 Golden Hawk.
  - **Howard Brown** reports that he is getting his car in driveable condition.
  - **Bryan Lazlo** inquires about the car his dad owned, that was restored by Ed Kann and now owned by John Bernt.
  - **Richard Atkinson** provides a photo of a 1956 Golden Hawk from the Chicago World's Fair with added color.
  - **Ellen Glass** has an update on the shift indicators that Bill had made up years ago.
  - **Chris Mizzi** entered his car in the Detroit Autorama and took a 2nd place in the restored class.
  - **Tony Shank's** 1956 Golden Hawk returns to the same town where it was delivered when new.
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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  
31654 WEKIVA RIVER RD  
SORRENTO FL 32776-9233  
USA  
ADDRESS SERVICE REQUESTED**

PLACE  
STAMP  
HERE

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



**For the Type "J" Personality**