



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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56J Only is the official publication of the 1956 Studebaker Golden Owners Register. It is published three times per year in February, June, and October, and mailed to registered owners. All the digital versions are available on line at www.1956GoldenHawk.com

30 Years And Counting

Fourth Decade Begins With This Issue, Along With A Bit Of History

It started in 1989 with an ad in *Turning Wheels* urging all 1956 Golden Hawk owners to contact me. The idea was to track the remaining cars, and provide a way for us to communicate. It also had to be free! I felt that dues would be counter productive as many owners might opt out. Keeping track of dues would also mean more work for me.

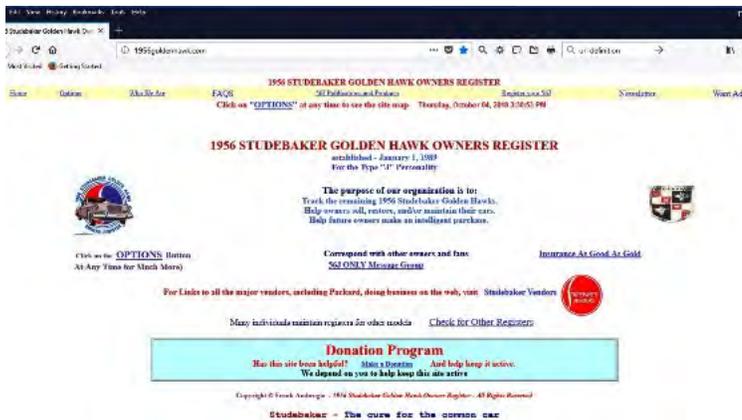
ALL 1956 GOLDEN HAWK OWNERS interested in exchanging information, send NAME, ADDRESS, PHONE #, vehicle #, engine #, transmission type, color, to: Frank J. Ambrogio, 1025 Nodding Pines Way, Casselberry, FL 32707
(From Turning Wheels February 1989 Vol. 21, No. 2 Pg. 41)

This issue of *56J Only*, marks the beginning of our 31st year together. Those of you who joined during the first five or six years, and remained with us, should have every issue, *provided you didn't use them to house train Fido!* Initially, the plan was to provide all the back issues to every new registrant. As our group grew far beyond my expectations, and printing and postage costs increased, that plan was no longer feasible. Adding to the problem was that sellers didn't pass their back issues on to new the owners.

We began offering all the back issues on a CD which was easy to update, and much cheaper to produce than the printed copies. Of course, the purchaser would need a computer to read them.

Things leaped forward in 1999, when our new web site went live. My wife gave me a book for my birthday titled, *Dummies 101, Creating Web Pages*. I'm not sure if the first or second part of that title is what motivated her, but with my computer background, I was able to create a primitive web site, and continued to enhance it as I became more proficient.

In 2002, the late Bill Glass obtained the domain name (DN), [1956GoldenHawk.com](http://www.1956GoldenHawk.com) and offered it to our group. I took him up on his offer, and our new web site address became www.1956GoldenHawk.com.



The web site changed things drastically. We were able to offer On-Line registrations and our membership roster grew much faster than before. This worked very well mainly because there was no money (dues) involved.

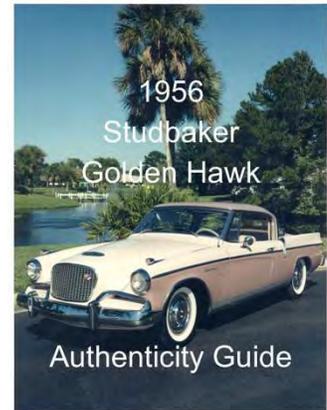
The web site also provided a way for anyone with Internet access to see all the back issues of our newsletter. We uploaded the back issues to our web site, and created a web page giving access to them. Now anyone with Internet access can read all our newsletters. *A sure cure for insomnia!*

Our newsletter was not always called *56J Only*. The first issue in March 1989 did not have a name at all. *The Hawkeye* was the name chosen for issue 002 in June of that year. I thought about naming it *56J Only*, but thought *The Hawkeye* sounded cool. I soon discovered that several other Studebaker newsletters used that same name, so beginning with issue 009 in December 1990, our newsletter was renamed *56J Only*. The name came about from my frustration with looking at parts listings from various vendors, and thinking I had found what I was looking for. The frustration came

when I read further and saw the all too familiar, *except 56J*. So, the new name was a natural, and that has been it every since.



In 1992, a four year project, creating the *1956 Studebaker Golden Hawk Chassis and Body Parts Catalog* was completed. Two years later, the *1956 Studebaker Golden Hawk Authenticity Guide* was finished. To date, roughly 200 have been sold of each book.



Once the Guide was complete, I began building the 1956 Golden Hawk data base. I was able to obtain all the original production orders on microfilm through the kindness of the since closed, Newman & Altman Parts supplier in late 1993. Examining each production order, I typed in all the information over a period of about two years. It was a time consuming and tedious endeavor, but I have reaped the benefits of that effort for two decades. Now, I have the ability to create all kinds of listings such as how many cars

were green/white, had back-up lights, and power windows. *The answer is 62!*

I didn't do everything myself. In July 2002, owner Scott Reid set up a 56J message forum for us. He also made me one of the moderators. I wasn't too sure this was such a good idea, but I soon embraced this new aspect of our Register. The Forum was an instant success with a high of 336 messages posted in December of that year. The activity peaked when 394 messages were posted in March 2007.

Group Description

For those who own a 1956 Studebaker Golden Hawk automobile to share their knowledge and experiences with other 56J owners. 56J is the model designator Studebaker used for the 1956 Golden Hawk.

All conversation topics should relate to the automobiles and activity surrounding their operation, including activities of supporting organizations.



The 56J Forum is accessible from the home page of our web site. Once the Forum became active and accepted, the phone calls diminished to just a few a month. Without the Forum, I would still be on the phone *from ear to eternity!* Thank you Scott.

The new *1956 Studebaker Golden Hawk Restorers Guide* video was completed in 2009. This was basically, a movie version of the *Authenticity Guide* with much more detail, and some new items. The complete Guide is uploaded to our web site. It is also uploaded, along with other videos, to my YouTube channel at www.Youtube.com/56sghor.

In 2017 the *Authenticity Guide* received a complete revision in full color, adding many items we had learned since the original guide was produced. The *Parts Catalog*, *Authenticity Guide*, and *Restorers Guide* are all uploaded to our web site for anyone to view or download for free.

Through the years, we have had a lot of help from other Studebaker fans. Fred K Fox, Richard Quinn, and Bob Palma periodically mentioned our *Register* in their respective *Turning Wheels* columns. More recently, Andy Beckman has given us some ink in his *Off The Records* column. The Shrock brothers have been re-manufacturing our steering wheels and Dave Shrock told me the 56J wheel is their best seller by far. Owners and non owners have reported 56J sightings which has led to more cars being added to our Register.

Through the years, we have had nearly 700 owners register their cars. That number includes those who have since sold their car, or simply dropped out of our group. Our active ownership roster has remained in the mid 200 range, accounting for over 300 cars, for the past several years. The table below shows the number of registrants by groups of 100, who are still on our active owners roster.

22 of the first 100 are still active.	23 of #s 101-200 are still active	19 of #s 201-300 are still active
27 of #s 301-400 are still active	31 of #s 401-500 are still active	43 of #s 501-600 are still active
76 of #s 601-700 are still active		

I have no idea what the next thirty years will bring, but when the time comes, *look for an update in 56J Only, Issue 180.*

Starter Solenoid Part 2



While searching the Internet, I came across some pages listing ACDELCO C951 as the starter solenoid for the 1956 Golden Hawk.

There was an article on the starter solenoid in Issue 074 page 3 showing Standard Motor Products SS202 as a replacement for the original part # 6484212. with Napa/Echlin part # ST-103 was listed as useable, but it was missing the "R" terminal..

The ACDelco C951 shown in the photos I've seen has all four terminals, just like the Standard SS202. The price is in the \$55.00 to \$75.00 range.

If anyone has used this starter solenoid, or is in need of one and is willing to give this one a try, please let us know the result.

Mysterious Cowl Tag - Part 6

From Jim Knox

I have a question for you, one of my 56 Hawks has power windows and power front seat. I noticed on the VIN plate that there are two metal tags attached to the VIN plate. I have attached the photos. Are these tags original to the car back in 1956? I am going to assume so, but thought I would ask you.



Was the option for both power windows and power seat somewhat rare in the 56 Hawks? I seem to remember you devoted a past newsletter on the subject but I cannot find it.

(NOTE: Our data base shows that 279 cars were produced with both power windows and power seat.)

The 56 Hawk that has both the power windows and power seats was recently restored for me by Horsepower Enterprises in Lancaster PA. The car was originally all black when it left the factory. When I bought the car, someone had painted it Romany Red and Snowcap White.

I think I purchased the car from someone in St Louis a few years ago. I actually liked the red/white color combination, so I kept it that way when it was repainted. Neither the power windows nor the power seat was

working when I bought the car. Horsepower did a great job restoring both options to working order.

Power Brake Problem

From Charles Reynolds

Thanks for all the (56J Only Message Forum) responses to my problem with hard braking with my 56J

Dwain Grindinger and Joe hall provided the suggestions that led to the solution. Dwain said to check the vacuum supply to the check valve. Joe Hall talked about bronze sintered brake shoes from Studebaker International that screech but provide good stopping power. Joe compared the bronze sintered shoes to a darker colored SI shoe that didn't screech but provided less stopping power.

I decided to search the internet for "hard brake shoes," hoping to find a supplier who would provide descriptions of several brake shoes with different degrees of hardness. Serendipity stepped in.

One of the responses was an article titled "Troubleshooting A Hard Brake Pedal," from <https://www.classicarrestorationclub.com>. The author said to check the line from the carburetor to the brake booster unit. He said a fuel hose would tend to collapse when a vacuum was applied. He said to install a vacuum hose with ID of 11/32". Sure enough, the vacuum line was a 3/8" fuel hose. I replaced the fuel hose with an 11/32" vacuum hose.

I fired up the engine and drove down the driveway and stopped. For the first time in eleven and half years, my 56J had power brakes that worked! I took the car for a 10 mile test drive. The brakes worked perfectly at every braking application!

Body Number Plate

From George Vranich

If you need to get a new body plate for your car, they are available from Gerry Kurtz, 5009 Bull Rd, Dover PA 17315, Phone 717-308-1800.



Gerry has the plates and can stamp the body number on it, if you have that information available. The price is \$50.00.

Mail Bonding



Letters From Our Readers. (Edited as required.)

Joe Hall September 30, 2018

I received the link today to the latest issue of *56J Only* and, as usual, immediately read it from cover to cover. It is good to glimpse the world through 56J colored glasses, which this wonderful newsletter provides us 56J aficionados opportunity to do. Thanks so much for your personal skills and work in continuing to bring us this wonderful newsletter.

I retired a few months ago, for the 2nd and, hopefully, last time. I still drive the 56J about once a week, usually on a 40 mile round trip to a local sportsman's club, where my soon to be 16 year old son, Ken and I are members. Someday soon, I will begin teaching Ken how to drive the car, but only after he cuts his teeth on a modern car with automatic transmission. The 56J, with overdrive transmission, will be level two of his driver training.

Jim Anderson September 30, 2018

This weekend I was in a fund raiser for our local aircraft museum. Our government (Canada) does not subsidize the museum, so they have to run dances & shows to keep it going.

The car show was by invitation only and I was lucky enough to be asked. I was also lucky to get my car back from the garage in time to go,



PS. As you can see I was in good company.

Gary Willoughby September 30, 2018

Nice to hear about all the happy owners reporting. I have finally gotten to the final stages of my own restoration ramble, and should be able to send in my own report soon.

Susan Lusted October 1, 2018

I am attaching a picture of Jim Anderson's car at a show called *Classics of the Golden Age* at the *Canadian Warplane Heritage Museum* over the weekend. In all, our chapter had 4 vehicles in the show. The cars were staged under the airplanes in the museum. After a great deal of expense, the car drives alright now. Still some things to go over but Roly will assist with those. It is a pretty car I think.



Larry Whittle October 03, 2018

Thank you Frank for the news letter via email. While I enjoyed the mailings of the newsletter, the email version is much superior and I enjoyed the links that come with the issue. If you haven't taken me off the mailing list yet, please do.

The email version has much more information with the included links that make searching for information easier. I'll look forward to future issues via email.

NOTE: *Larry: I'm so glad you are happy with the electronic version of the newsletter. It is far superior to the printed version, with full color, and as you pointed out, links to areas being discussed. The images also appear much more vivid and clear, and you receive it about a week sooner. It is a shame everyone can't receive it this way because those who can't (or won't), are missing so much. I will send it electronically to you from now on. Thanks for letting me know. - Frank*

Kenny Durkee October 23, 2018

Our '56 J project is resting right now (while we finish restoration of our nearly finished '59 Silver Hawk, and our '63 Daytona Wagonaire), although I have still been collecting some hard-to-find parts for it.

I have also decided to deviate from stock with a Turner brake conversion, which will be housed inside Chrysler-style Stainless spoke wheels.



The engine is finished (a dual-quad 374 with all Jet-Streak components), Transmission is finished, Interior is finished but not installed, Twin-Traction 3.92 rear end is finished, fuel tank and radiator are done, new stainless exhaust is ready, but I haven't begun body and paint work at all, so none of those spiffy parts can yet be installed! Soon I hope.

Larry Michael October 30, 2018

I can't say as I ever took notice of one that had two (streamer) tags.....very interesting. I will be watching in the future for how 56Js are tagged.

This past week I finally got the Turner disk brakes and the dual master cylinder kit he sells installed and took the first test drive today.

What a difference! I bought his kits several years ago but just never got around to installing. Feel much safer also with the dual brake master cylinder now installed.

Michael Owen December 06, 2018

I'm nearing the end of a rebuild of 1956 Golden Hawk in the UK (Vin 6030116 Body No. 56J K7 229).

After much deliberation I have selected the paint colours but am having difficulty in finding the mix formulas for the original 1956 Studebaker paint colours.

I have chosen: Yellowstone (P-5616) with Midnight Black (P-5611). I understand these are the same colours as the Mark L James award-winning car.

My problem is that I can't obtain a colour chart or paint chip samples illustrating these colours so I can achieve a match via a local UK paint supplier. Is it possible you could put me in touch with any current paint supplier or US paint expert who would be able to help us get the best match to these colours, particularly Yellowstone?

My normal parts supplier has been Brent Hagen, who has been excellent, but has not been able assist with the paint specs. Any help you can give would be much appreciated.

NOTE: I replied to Michael, and here is his response:

Very many thanks for your quick response to my 56GH paint query. It was most helpful and my paint shop has now been able to match the Yellowstone and Black colours. A short update on the history of the car - VIN 6030116:

It was purchased by myself and a friend, Michael Redfern, from John Hebert in September 2014 and shipped from Florida via the Port of Savannah to be registered in the UK.

Whilst professionally inspected before purchase and reported fully serviceable, the car arrived in the UK with faulty brakes and broken auto transmission. We believe the faults were due to abuse when stored/handled in Savannah. The transmission and brakes required major overhaul and total rebuilds with many new components.

On closer inspection of the vehicle body we felt it was below our required standard - particularly relating to poor door and body panel fit, window seals, paint standard etc.

On deeper examination we discovered that the car at sometime in the past had been involved in a major rear quarter end shunt and the repair had left many components out of line. We decided a full body strip, realignment and repaint was required. This has been undertaken over the last 2 years. Body assembly and paint will be completed by end of January 2019. Our aim is to have the project finished by mid year 2019.

Whilst we do not expect to achieve 'Concourse' condition we believe a very high overall standard will be attained. I have kept a photo log of the body refurbishment process and will send you photos for your file when we get to project completion.

Dirk Bruse December 10, 2018

I assume your world is going crazy as well just before Christmas - so here I come with more problems. Well let's call it challenges and opportunities... At least it is an opportunity to get to know each other. My name is Dirk, I'm a 51-year-old pilot - and I do love vintage airplanes and cars. That's me.... And here we go:

I recently acquired the Studebaker golden hawk with the chassis number 603-2047, the body number is 56J - K7 - 2503. The engine is the Packard- Studebaker 5.8 L with 270 horses - and the motor number is S3183.

I bought it from a Dutch dealer he sold it for an elderly lady - and it has been in the Netherlands for a while. So, I was hoping that you can give me some more on the history of the car. Thank you very much in advance,



This is the trunk with the floor panel installed.

Update: You have to admit, full gloss surely demonstrates how beautiful the new truck floor looks!

Howard McCann December 30, 2018

My name is Howard McCann and I live near Dayton, Ohio. My brother Wendell has found this beautiful 1956 Studebaker Golden Hawk and I talked to Brent Hagen yesterday and he is going to help us with some parts. He also suggested that I contact you about registering it and you would know all about decals for this car.

My vin number is 6032306. Number under hood is 56J-k7 2796. The previous owner was Julie Allen from Maysville Kentucky. I would really like to talk to you if that would be possible. I will be ordering some parts from Brent this week.



Tom Curtis January 17, 2019

The doors have been installed and gapped and the door jambs are already in final color.



The new trunk floor is from Classic Enterprises. Next week, we should add final primer color to trunk. The final color should be on the car by Christmas. I also sand blasted and primed all Jack parts this week and the generator looks brand new. All gauges are being re-faced next week. Shouldn't be too much longer.

Here We Grow Again

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

682 Michael Owen SN 6030116
Cheshire UK Prev Owner John Hebert

683 Dirk Bruse SN 6032047
Germany Prev Owner Carine Ver't Variaat

684 Gary Ward SN 6800426
Exxex UK Prev Owner Richard Atkinson

685 Wendell McCann SN 6032306*
Maysville KY Prev Owner Julie Allen

* = New SN (Not previously registered or reported)

NOTICE: *In lieu of dues, and to help keep my records correct, new 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

243	Registered Owners
312	Cars Registered (includes parts cars)
324	*Cars Reported But Not Registered by Owner
636	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.**

✓ **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:

(None)

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



\$20.00

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

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



\$20.00

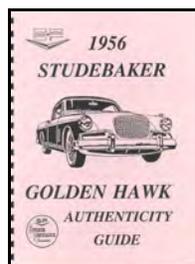
1956 Golden Hawk Restorers Guide on DVD

Contains a video version of the Authenticity Guide with many new items discussed. (Video is Included on the Flash Drive)

✓ **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



\$18.00

1956 Studebaker Golden Hawk Authenticity Guide. (Black/White only version of the new updated Guide)

Documents most of the quirks with B/W photos and all decals shown. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$18.00 foreign S/H)

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)

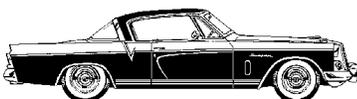
In this Issue

- **56J History 101** this issue marks the beginning of our thirty-first year.
 - **Gary Willoughby** reports he has finished the rebuild of the engine for the GinnyHawk 56J.
 - **ACDELCO** starter solenoid part # C951 appears to be a perfect replacement.
 - **Jim Knox** adds more to the mysterious cowl tag saga, with a photo of the body plate with two streamer tags.
 - **Charles Reynolds** finds a solution to his hard braking problem with help from the 56J Only Message Forum
 - **George Vranich** provides information on replacing the body number plate.
 - **Joe Hall** still drives his 1956 Golden Hawk every week, and will teach his son how to drive it soon.
 - **Jim Anderson** reports on the first time he put his 1956 Golden Hawk on display at an air museum.
 - **Gary Willoughby** is in the final stages of getting his 1956 Golden back on the road.
 - **Larry Whittle** has switched to the Email newsletter and is very happy he did.
 - **Kenny Durkey** supplies an update on the 374" Jet Streak engine he plans to install in his 1956 Golden Hawk.
 - **Larry Michael** likes the Turner disk brakes and dual master cylinder he has added to his car.
 - **Michael Owen** is rebuilding his 1956 Golden Hawk and will paint it Yellowstone/Black.
 - **Dirk Bruse** is looking for some background history on the 1956 Golden Hawk he recently purchased.
 - **Tom Curtis** sends photos of the trunk floor repair on his 1956 Golden Hawk.
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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!



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For the Type "J" Personality