



# 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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## The Ginnyhawk's Engine Restoration Is Finished!

By Gary Willoughby)

Started in the spring of 2016, this summer has found her with a complete return to roadworthy.

When we bought the Hawk from my Aunt Virginia in 1993, she and her husband Meredith had already tried to have the car restored, and had been cruelly educated by the process. Knowing all this, I decided to drive the Hawk as is, with repairs and upgrades as required, until something major came up. That happened in the summer of 2016, when clattering from the front of the engine said "it is time" She was in about a "condition three" all this time, but always reliable. With 110K on the odometer, the rings were worn, as were other things, so I decided to completely overhaul the engine as a kind of first step.



My mechanic was a mainstay at the local Chevy dealer since the 1970's and a classmate of my wife. He could take an engine apart and put it back together with the best of them. I also had an excellent machine shop nearby, hence my decision to have it done locally. Jack Vines, in Spokane, WA was able to take the block and rebuild it to specs, and install all the upgrades. I just didn't like the idea of shipping it all the way across the country and back. I've trucked all my life, and I know what goes on in those freight houses and trucks. Jack was a great source of parts and information throughout the process.

With Jack supplying the parts, Tuckers Machine shop in Murray, KY was the best around. Donald, my mechanic, and his crew picked the Hawk up in March, after a late snow. As soon as he had the engine out and apart, it was loaded into my trusty S-10 and off we went. to Tuckers.

After a thorough cleaning, the block and heads were checked for parallel and alignment. (The good guys at the Studebaker Cooperative in Turning Wheels have been a great source for technical information on mechanical "correctness".) They replaced the cam (minimal wear) and installed stainless steel valves. (Did you know Packard had their name cast into the valve underside, next to the stem?) New bearings, lifters, an upgraded cam retaining plate, chain, and rings, of course. The pistons, lift rods and rockers were reused, but almost all the springs and retainers were replaced. I also had an Olds oil pump installed (which will get pressure up if cranking takes longer than 5 seconds). We had to oversize the bore, not because of wear, but, because Jack didn't have any stock ring sizes, only .010 oversize. I also had the rotating assembly, pistons, rods, etc. balanced, just to be thorough.



While all this was going on, I was using up a lot of shoe leather getting all the appliances redone. Or I should say tire rubber! The clutch and pressure plate were taken to ACC Rebuilders in Memphis, where I got great same day service; Heck, it was same Morning service! The

generator, fuel pump, water pump, all were rebuilt or replaced.

The hood and engine compartment were cleaned and painted. Valve covers were chromed at Dan's Polishing in Adamsville TN. (good service). One thing I've always wanted to replace is the air cleaner. It may not be authentic, but a chromed Corvette filter looks great on top of that Packard!



The transmission was an issue all to itself. Although it was working OK. before, an inspection while it was out of the car was just being prudent. Unfortunately, the mechanic I had checking it put the levers back incorrectly, which we found out only after it was put back in the car.

By this time, my mechanic had reached the end of his usefulness. Having lost his job at the Chevy dealer (something about "doesn't play well with others") he had to lay off his own workers. Luckily, I found a young local man who worked on manual transmissions.

With the transmission working, the end was coming into view. The overdrive wasn't working, but a lengthy troubleshooting saga finally uncovered a mis-colored wire and grounded terminals on the solenoid.

Then the clutch got noisy and failed. Back to Chase's shop to pull the transmission. Back to Memphis. Although they had put the pressure plate back to specs, I had failed to take the new throw out bearing, and it was mis-matched with the rebuild. No disclaimers or excuses were made. The people at ACC just put in large metal (Ford) levers to replace the small toggles of the original design, and all was well. They charged \$35.

Something else that required attention during the assembly/reassembly was the engine color. Since I knew my car had original colors, and working with Frank Ambrogio and others, Tom Curtis has produced an engine paint that is dead on authentic with the original--what has been described as "Snap-On Tool". red.

The results of all this is an engine that runs just as smooth now as before, and with power that I hadn't had before. After the transmission issues were corrected, a 2nd OD downshift to Direct will bark the tires!

Now, since the car was down for so long, the front brakes and carburetor have been overhauled, and the radiator was re-cored.

The next big projects will involve body, interior, and framework, and finally a paint job to renew the original. But that's all for later. For now, it's recuperation from the ordeal.

I can just hear Ginny breathing a big sigh of relief.

## Fan And Power Steering Belts - Part 2

By Frank Ambrogio

The report on the V-Belts in the last issue, prompted a few responses.

**Larry Golub:** Thanks for mentioning your *anonymous friend* in the last issue, regarding "V" Belts. The farm supply business that found me my belts was in upstate New York, in a real farming area, not the local *Tractor Supply* in urban areas.

The farm supply business sold several brands of tractors, Mulholland, Mahindra, big stuff for big farming in big fields by big guys. All kinds of parts and accessories, repairs, harvesters, tillers, you name it. They let me go through the catalogues and I found good matches for my '64 Studebakers.

I never did any Studebaker or number stamping on any of the belts I found. Just matched the dimensions with the original so I could maintain the original look "V" belt ---- not the cogged/notched belt.



In addition to some belts I must have purchased at a FIRESTONE store a number of years ago, the belts I found at the tractor and farm supply store In upper New York State are labeled CNH brand, and on the belt itself is stamped CASE and IH logo. Case and International

Harvester are tractor/farm implement brands manufacturers.

I would guess it is possible for someone to remove the printing with a solvent, or just black-out over it with a marker, or maybe lightly sand it off, and then with white ink and a stamp, letter it as STUDEBAKER.

**Tom Aylward:** Thank you for all the help you gave me in trying to find original fan and power steering belts for my 1956 Studebaker Golden Hawk. I enjoyed reading about our hunt for the right belts in the latest 56J Only Newsletter. Now the rest of the story!

I think I told you that I contacted all the Studebaker parts suppliers that I know of and none of them had original belts. I went to the local Farm and Fleet store but the only belts they could order were too small. I then took your advice and went to our local NAPA store. I measured the notched belts I had so I knew the right dimensions.

Sure enough they could order industrial old style V belts that were the right size. Two days later they came in but they were Kelly green. We put them on and they worked fine but the green color sure looked funny. My choice was put the old belts back on or keep the green ones.



I didn't know the answer so I contacted the VP of judging for AACA and asked him the question.

He said that I would definitely lose points if I put the modern

belts back on and that I would probably lose some points if I left the green belts on.

About this time Brent Hagen, from Portland Oregon who has sold me good and rare Studebaker parts in the past, found an original power steering belt. I bought it from him. It was in very good condition but we could not get it on-for some reason it was a little too short and there was not enough range of motion in the unit to get it on.

As a last resort I did another internet search and I finally found black industrial V belts that would fit. I ordered the belts from our local O'Reilly Auto Parts store. They were easy to install, perform well and look great. The belts I found are made by Gates and I believe that O'Reilly is their only retail auto parts distributor.

They have two belts that can be used for P/S which are part numbers 1550/3L550 (probably will fit best) and 1560/3L560. The fan belt is part number 1570/3L570. All three belts are .38 inches wide at the top.

I did not have time to stencil on the part numbers before the AACA meet in Auburn last Saturday, June 1. I had to score 390 points out of 400 so I had little room to lose points. The car won a Senior Grand National Award. I don't know if the new belts made the difference or not but they could have.

### A Little V-Belt Trivia

Automotive belts start with either 4L (12.5mm wide) or 3L (9.5mm). The number following it is the outside length of the belt in tenths of inches. The inside length of the belt is typically 2" less for a 4L belt, and 1-1/2" less for a 3L belt. An example would be 4L460, which would be 46" long outside, 44" inside.

In the case of the power steering belt that Tom mentioned, part # 1550/3L550:

3L = 9.5 mm or 0.374016 inches, width at top.  
550 = 55 inches, Outside length.

The fan belt par # 1570/3L570

3L = 9.5 mm or 0.374016 inches, width at top.  
570 = 57 inches, Outside length.

### V-Belt Availability

Armed with the above, I did a web search and located a company called 3BG Supply Co at [www.3bgsupply.com](http://www.3bgsupply.com). I searched for 3L/550 and 3L/570 and found some by Bestorq, D&D Global, and, Mitsuboshi (not Mitsubishi) for under \$4.00. The photos clearly show belts without the cogs. All the belts seem to be 7/32" in height.

A little closer to home, I also found V-Belts on the AutoZone web site at: [www.autozone.com](http://www.autozone.com) which listed a 3L/550 belt for \$8.99, and a 3L/570 belt for \$9.99. I could not see any cogs in either photo. Both were identified as Dayco Synthetic rubber compound wrapped FHP utility V-belt From the home page, just search for 3L/550 and 3L/570. In both instances, there was the note: Pick Up In Store: Order in Store.

Just to be sure, I called my local AutoZone store and spoke with a young lady named Cheyenne. She seemed very knowledgeable and assured me that the belts did not have the cogs. She did state that I would have to come to the store to order it, and pay for it. It would then arrive in a few days for pickup.

I also checked the NAPA web site [www.napaonline.com](http://www.napaonline.com) and found part # NBH 3L550 which looks like the belt I found at AutoZone. This type of V-Belt is also called a Fractional Horsepower Belt. Maybe finding a replacement V-Belt similar to the original Studebaker belts, without the cogs, might not be as difficult as we first thought.

They won't be a perfect replacement for the original belts, since they won't have the lettering that the originals had, For those who are serious about judging and authenticity, these belts would be the ones without the cogs, and they may satisfy the judges.

## Copyright Infringement?

On June 28, 2019, I received this note from Bob Shaw: "I am writing because a website, [www.manualslib.com](http://www.manualslib.com), has your 56 Golden Hawk Authenticity Manual for reading and download. This website offers manuals of all types (I was looking and found the manual for my old Mercury outboard motor). Anyway, out of curiosity I searched Studebaker and your manual popped up and I just wondered if you were aware of this."

"Site visitors can certainly read the manual online and it looks like folks can even download it. Seems to me that this is taking money out of the author's pocket. URL is <http://www.manualslib.com/manual/1402583/Studebaker-Golden-Hawk-1956.html#manual>"

There is a difference between something that has a copyright, and one that is a registered copyright. I registered the 1956 Studebaker Golden Hawk Chassis & Body Parts Catalog with the U. S. Copyright Office in 1994. I did not register the 1956 Studebaker Golden Hawk Authenticity Guide., however it is still a copyrighted product. The main difference is that a violation of the first manual allows me to sue the entity. In the second case, it would be more difficult to sue.

I wrote to the [www.manualslib.com](http://www.manualslib.com) web site, but did not hear back. I did pose a question on an Ask A Lawyer type web site at [www.avvo.com](http://www.avvo.com). Here are two responses:

**Helena Kempner Korbrin:** *What you describe is copyright infringement -- both the posting on the website and the allowing of downloads. It is true that what you wrote is automatically copyrighted so long as it is sufficiently original, but without a registration, a copyright owner cannot sue someone for infringement. You could send -- or better have a lawyer send a cease and desist notice.*

**Walter Joseph Tencza Jr:** *Generally, they may be violating your copyright, however, in order to sue for copyright infringement, assuming U.S. work, created today, you would need to register the copyright with the U.S. copyright office, according to a recent U.S. Supreme Court decision.*

*The normal delay from filing for a copyright registration application to copyright registration may be about 7 months, so you may want to do expedited processing.*

*You should discuss with an intellectual property attorney in a private consultation.*

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I am not interested in getting into any legal confrontation. I was just curious as to the legality of the web site.

I did register the 1956 Studebaker Golden Hawk Chassis And Body Parts catalog, and that book does *not* appear on that web site. I checked the web site a bit further and found that they address any copyright issues at: [www.manualslib.com/dmca.html](http://www.manualslib.com/dmca.html).

Since I did not register for a copyright for the *Authenticity Guide*, they seem to be operating in a legal fashion. I think this web site is a great resource. If you are looking for a particular manual, they may have it.

## Newsletter - Digital vs Paper *There Is A Big Difference*

When I received the last newsletter from the printer, I was disappointed at the quality of the photos regarding the fan and power steering belts. The text was fine, but the black and white copies simply can't do justice to photos. For those who couldn't receive the digital version in color, you didn't get the full effect of the article.

I know many of you like to sit in the recliner and read the newsletter in comfort, rather than staring at a monitor. If you have Email capability, you could receive the digital version and simply print it, in color, on your printer. You could do this cheaper than it would cost me to print it in b/w and mail it to you. Maybe a friend could do it for you.

The alternative is to print the entire newsletter in color and mail it to you. It typically costs \$0.14 to \$0.16 a page for b/w and \$0.40 to \$0.60 for color. Including postage, one copy of a ten page newsletter in b/w is roughly \$2.00 as opposed to near \$6.00 in color.

Ironically, b/w printing costs have risen steadily, while the cost for color copies has fallen. Maybe some day, it will be cheaper to print in color than in black and white.

Postage costs have also seen a steady increase, but the effect isn't as dramatic. A penny increase in postage is a rise of one cent per newsletter. A penny increase in printing is a rise of one cent per page.

*No matter how you receive it*, I want you to keep getting 56J *Only* for as long as you want it. I just wish everyone could see it at its best. For now, some of you will have to be content with the printed copy and low quality images.

## A Little Postage Rate Trivia

Postage rates have risen steadily since July 1, 1863 with four exceptions. On July 1, 1863, it cost 3 cents per half ounce. On October 1, 1883, the rate went down to 2 cents per half ounce.

The rate was reduced on July 1, 1885. It was still 2 cents but the weight changed to one ounce. It went to 3 cents on November 2, 1917, and back to 2 cents on July 1, 1918.

From then on, the rate kept rising to 25 cents when I mailed the first newsletter in March 1989. The last reduction came on April 10, 2016 when the rate dropped from 49 cents to 47 cents. I was in shock when I bought the stamps for the newsletter mailing. That was the first postage rate reduction during my lifetime.

That lasted until January 22, 2017 when the rate was set at 49 cents again. The most recent increase on January 27 of this year, brought the rate to 55 cents

Most rate increases were in the 1-3 cent range. The exceptions were a 4 cent increase in 1991 and a 5 cent rise this year. That last increase was the largest in USPS history.

## **Vernon California** *Studebaker In The City*

Vernon is a city, roughly five miles south of downtown Los Angeles. The city is only 5.16 square miles including 0.18 square miles of water. The population is roughly 115 people, the smallest of any incorporated city in the state, and the nearest to downtown Los Angeles.

According to the City's web site, "*Vernon currently houses more than 1,800 businesses that employ approximately 55,000 people, serving as a vital economic engine in the region. Offering an environment uniquely friendly to business. Vernon is the home to industries including food and agriculture, apparel, steel, plastics, logistics and home furnishings.*"

One report I read stated, "*Vernon has a history of political problems, and in 2011, was fighting disincorporation after city-government corruption was discovered.*" This was avoided when Vernon agreed to set aside \$60 million to fund community projects in the small, working-class cities that surround Vernon, and to also agreed to a proposed list of government reforms.

Most Studebaker fans are aware that Studebaker had an assembly plant in Vernon at 4530 Loma Vista Ave, which began production on November 23, 1935 and ended on June 6, 1956. It was the only West Coast factory for the company, producing as many as 64 cars a day. The factory was closed in 1956..

The factory built 601 Golden Hawk for the 1956 model year, before closing its doors. The production orders did not show a shipped date for 7 cars, including serial # 6800001. Of those with dates, the first cars to be shipped were serial # 6800116, 6800034, and 6800064 on November 28, 1955. Reports indicate the plant closed indefinitely on June 8, 1956. However, according to the production orders, the last car to leave the plant was serial # 6800563 which shipped on September 28, 1956.

## **Mail Bonding**



*Letters From Our Readers. (Edited as required.)*

## **Gary Willoughby June 2, 2019**

Another good newsletter! It has occurred to me that I haven't sent you my article on my engine rebuild. All that correspondence and work on the engine color must have distracted my thought process (good way to say I forgot!) The overdrive is still not working, and I'm about to have the carb rebuilt, but these issues should be resolved soon.

## **Mark James June 2, 2019**

I just got back from Auburn, IN and the AACA Annual Grand National Meet. During 2018, about 3,500 cars were shown at AACA meets throughout the USA. Of all those cars, the AACA chooses 16 for nominees for the Zenith Award.

My 56J was selected as one of those finalists. Although it did not win the Zenith Award, it was the second Studebaker ever nominated. My 1958 Golden Hawk was the first. I am so proud of our 56Js starting to get this national recognition. I told the judges it was the first muscle car!

## **Michael Nolte June 5, 2019**

The 56J is coming along well, Jake Vines has finished the engine, its now a dual quad 374, and it's back with Ray in N Carolina. The engine has also been set up for air conditioning. The frame is done and also the axles, springs and running gear. The car is now a three speed with overdrive, since the automatic would not be able to handle the 374. The body is set to go back on the frame. Most of the chrome is finished and the seats are being done.

## **Ken Korb June 19, 2019**

I enjoyed watching your video, and wanted a copy. Lots of information about my 56J, I did not know. I'm planning to take my car to the Mansfield event in the fall. It will be the first outing in many years. Hope to see you there.

Thanks for all the guidance and encouragement over the years. With it, another 56J is back on the road and so many are enjoying seeing it.

## **Doug Button July 7, 2019**

It has been a while, but I purchased two 56Js last week. I changed jobs and moved to the Minneapolis area about 4 years ago and sold all of the Studebakers I had and most of the parts. I'm getting my feet back under me again and circumstances developed for these two cars.

The first came from the Paxson estate auction in Creston, IA. Serial No 6030178

It does not have an engine or tranny. According to his brother, it had a Chrysler Hemi engine in it when Mr. Paxson bought it. I don't have any history before Paxson. I haven't looked at it close enough to know if it has been restored before. It will need a complete resto. The best part is, it came with a pair of NOS Studebaker fenders, still in their packing and in *primo* condition!

The second came from Bob Reisner. I'm waiting on a bill of sale and the name of its previous owner that he bought it from. Serial No 6030820

This car is very rough. I bought it for the engine and tranny to put in the 1st car. The frame is shot. The body may be savable with a complete set of floor pans and trunk pan. I may be able to title this car if someone needs a title, which may be its value. I suspect someone restored this a long time ago and put a newer hawk hood on it, as it has the long trailing lines from the center "scoop". It also has the newer Hawk emblem on the grille. I'm curious if this car is from the CA plant.

My plan is to restore the first one for myself. I'd appreciate any history you can provide on both of these cars.

Thanks for your continued work on the 56J register. Do you have help with that yet?

**KV Smith August 06, 2019**

Hope this finds you and Anita healthy and enjoying retirement. I sold 6301427 to Robert Kellam of Bisco NC, He has 2 other 56Js and I hope he will join the newsletter. Thanks again for your all of your help, research and work on the newsletter. Please cancel my ad.

**Gene Wiggs August 15, 2019**

I sold my 56J to my wife's friend and did not know he was going to put on eBay. He paid me and I was OK with it. I was going to contact you and he said he would buy it from me. I agreed and did not know what to ask for but at the time it seemed OK. Bought our new house and still can't sell the old one. We downsized from 4500 sq. ft to 2000. At our age, physically and financially the house was becoming a burden. It was a two-story and could not climb the stairs anymore and fell down our garage steps too many times

My wife actually sold it to her Ministry she has been involved with for over 8 years. It helps 16 yr olds and up to become drug-free. It is a program they do not charge for room and board and length of stay. It is a one year course and has a greater result than AA or any rehab that charges \$30,000 a month. This is run through donations and hard work the girls and boys do as fund raisers. It is called *Breaking Free of Texas* if you want to read about it.

I still have my prize 1956 that I have redone. This car my son gets and it is a gem. If you need any other answers let me know. My wife prays that they resell it and make a little money off of it. I thought it was a good price and going to a good cause.

**(Name Withheld) September 01, 2019**

Frank - I bought a 56 Golden Hawk from eBay and it was a scam. The guy never sent the car and cannot now be reached. I have the VIN # and thought you might have a

way of researching it to see if you know anything about the car. The number is 6031544. If you need pictures I can send them as well. Any help is greatly appreciated. **NOTE: This is the same car I wrote about in the June 2019 Turning Wheels, except it is really Serail # 6031504 - FJA.**

**Howard Brown September 16, 2019**

My early Vernon (number 88) 56J has the seat belts attached to the doors. I'm curious about when someone woke up to that dangerous situation and Studebaker changed to floor mounted seat belts.

**Here We Grow Again**

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

689 Joe Birkel Ser # 6031321\*  
Bethlehem PA Prev Owner ?

690 Thomas Valente Ser # 6032985  
Ft Lauderdale FL Prev Owner Michael Craig

\* = 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**

227	Registered Owners
297	Cars Registered (includes parts cars)
342	*Cars Reported But Not Registered by Owner
639	<b>Total Cars Registered plus Reported</b>
48	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 at one time or another.

✓ **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 and a half**, 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 notice electronically. **Let me know if you prefer to receive it by mail.** The mangling, ripping, and stains are free.

✓ **The Four Year Rule** - If we have not made contact during the past four years, I will send a registration form to you with your newsletter, or by Email. You must respond or you will be dropped from the Register. Since we don't charge dues, this is the only way I can be sure you are receiving the newsletter and still own a 56J.

## 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 Studebaker. Partly assembled project car has new paint. Parts include new interior, rebuilt transmission, brake kit and many other new parts. Approximately 50,000 miles on motor. I drove this car before restoration. Contact Ed at 605-251-1064 or 605-446-3313 [ejordal@siouxvalley.net](mailto:ejordal@siouxvalley.net) (06-2019)

**For Sale-** 56 Golden Hawk. One of only 3 originally built in the P5615 Seaside Green solid color. It's still has the 352, 3-speed o/d. It is very solid still and would make a good project. Some trim and the interior were removed, but I have all pieces plus some extras needed for the car. It is currently located in Bartow FL. I have lost storage and would like to see it go to a good home before it continues to deteriorate. I would like to get \$2500 for the car, but I am open to offers. Shannon Bruffett, [r3pwr@msn.com](mailto:r3pwr@msn.com) (813) 546-2900 (07-2019)

## 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



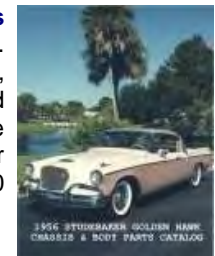
\$20.00

### 1956 Golden Hawk Restorers Guide on DVD

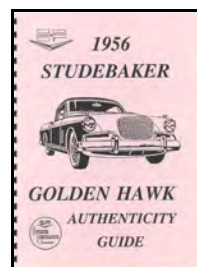
Contains a video version of the Authenticity Guide with many new items discussed. (Video is Included on the Flash Drive)

### 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



\$40.00

### 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-

<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** (For Registered owners only) send Email or SASE

## In this Issue

- **Gary Willoughby** finished the Ginnyhawk's engine rebuild and provides a story.
  - **Bob Shaw** wrote about a web site offering the *Authenticity Guide* as a free download.
  - **Fan and PS belt** story brings responses with additional information.
  - **Newsletter** in full color digital format versus the black and white printed copy.
  - **Vernon CA** was the home for the Studebaker Factory from 1938 to 1956.
  - **Gary Willoughby** is working on the Overdrive for his 1956 Golden Hawk.
  - **Mark Jame's** 1956 Golden Hawk was one of 16 for nominees the AACA chooses for the Zenith Award..
  - **Mike Nolte** has finished the engine on his 1956 Golden Hawk and the rest of the car is coming along fine.
  - **Ken Korb** liked the on-line Restorers Guide video and wanted his own copy. Hopes to get the car to Mansfield
  - **Doug Button** sold all his Studebakers several years ago, but recently purchased two 1956 Golden Hawks.
  - **KV Smith** sold the 1956 Golden Hawk he had owned since 1959.
  - **Gene Wiggs** tells about getting on in years, sold one of his 1956 Golden Hawk, but kept the other.
  - **Another scam** is reported involving a 1956 Golden Hawk, which the seller never owned.
  - **Howard Brown** asks how many years did Studebaker use the door mounted seat belts.
- 
- **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!

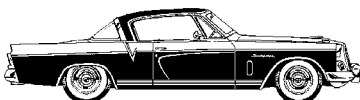


**FRANK AMBROGIO**  
**31654 WEKIVA RIVER RD**  
**SORRENTO FL 32776-9233**  
**USA**  
**ADDRESS SERVICE REQUESTED**

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

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**For the Type "J" Personality**