



56J ONLY

THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Bumpers, Bolts, and Guards Used On Different Hawk Models

Bumpers

The Studebaker Chassis Parts book indicates the same front bumper, part # 1539589w, was used on all Studebaker car models for 1956, and all Hawk models for 1957. It also lists part # 1545216w, for 1958 and later. I haven't been able to find out what was different between the two front bumpers listed. The Studebaker Parts And Accessories Price List indicates part # 1545216w can be substituted for part # 1539589w. So, what is the difference in the two?

Bolts

All the bumper bolts used on the 1956 Hawks are oblong in shape. 1959 and later model Hawks used a round bolt on the part of the bumper that wraps around to the side. This was done on both the front and the rear bumper.



Oblong Bumper Bolt



Round Bumper Bolt

And Guards

Fred K Fox noted in the April 1997 issue of *Turning Wheels* that bumper guards were optional after 1961. Some late 1963 and all 1964 GT Hawk bumpers did not have holes for mounting the bumper guards. Dealers could install bumper guards by drilling holes in the original location, or by using the holes that were further apart. If you get another bumper for your 56J, make sure it has the holes for the bumper guards.



1956 Golden Hawk Bumper Guard Location



1964 GT Hawk Bumper Guard Location

Horsepower-Per-Pound Leader

Chrysler 300B, The 56J or Something Else?

Since I first got involved with my first 1956 Golden Hawk, I've seen many articles, statistics, posters, and videos claiming three different cars were the leader in the horsepower-per-pound category. Most credited either the 56J or the Chrysler 300B as the top dog, with most sources giving the nod to the 300B. My own research initially supported this claim.

This past December, Richard Quinn sent advanced copies of an article he was preparing on 1957 Silver Hawks, to George Krem, Bob Palma, and me,. A brief mention of the horsepower-per-pound leader prompted Bob to offer a correction. Referencing *The Standard Catalog of American Cars 1946-1975*, Bob showed the 300B was second to the 56J with horsepower-per-pound ratio of 12.281 for the 300B vs 12.218 for the 56J. We all agreed that the 56J was in fact, the leader in that category for 1956 American cars.

However, I kept thinking about that third car. Oddly, I saw just one poster several decades ago proclaiming the 1956 DeSoto Adventurer as the horsepower-per-pound leader. On my Horsepower Statistics chart posted on our web site, I showed the Adventurer in fourth place behind the Pontiac Strato Streak Powerpack. The reason for the discrepancy was inconsistent weights shown for the various vehicles. The horsepower ratings were consistent throughout, but apparently no one knew for sure what each car weighed.

I checked my edition of the *Standard Catalog of American Cars*, and discovered it showed different weights for both the 300B and the Adventurer, than I showed on my chart. Using the weight figures shown, the Adventurer is the hands down winner. The 320 HP Adventurer weighing 3870 pounds produced a horsepower-per-pound ratio of 12.093. Bob and I agree that this *Standard Catalog* reference is probably the most accurate of all the sources we checked. **NOTE: See Bob's remarks in *The Studebaker Co-Operator* column in the March 2020 Turning Wheels**

Introduced in 1956 as a sub-series of the top level DeSoto Fireflite series, the Adventurer was originally marketed as a limited production two-door hardtop, and available in a white/black/gold color scheme only. The first Adventurer came with a hi-output 341 cubic inch Hemi V8, dual exhausts and custom appointments and trim. A total of 996 cars were sold in its first year.

56J Engine Weight And Handling

From Bob Palma

A common misconception is that the Packard V-8 is heavier than the Studebaker V-8. While this is true of stripped engines, it cannot be true of those engines powering Golden Hawks. Due to the considerable weight of the supercharger and its requisite components, the weight difference as installed in Golden Hawks, if any, is negligible.

Anyone who has ever hefted, much less installed, the supercharger and components on a 1957-1958 Golden Hawk knows that the consummate package is downright heavy. The supercharger itself, the cast iron water-pump manifold bracket adapter, the tensioner assembly, the crankshaft pulley, among other smaller brackets and such, are heavy indeed. Further, all that weight is hanging off the front of the engine, the worst possible place for adding weight.

Now, the shipping weight of a 1956 Golden Hawk is 3360 pounds. A 1957 Golden Hawk is 3400 pounds. Further, the 1956 model has a heavier, larger-diameter 3-spoke steering wheel (as opposed to the smaller 2-spoke on '57s and '58s), and the added weight of the lower body side moldings not on a '57, and the added weight of the die-cast checkmark "breaks" below the rear quarter windows and, of course, the fiberglass fins. Further, the separate lower shock absorber mounting brackets, eliminated on 1957 models, might weigh a pound apiece; all added heft on the 1956 model.

The only thing heavier on a 1957 Golden Hawk when compared to a '56 are the steel fins. I contend that if you piled up all the extra weight from a 1956 Golden Hawk against the heavier 1957 GH's steel fins, the 1956 model would be even lighter yet when compared to the 1957 model!

So in my *never-so-humble* opinion, all this nonsense about the Packard engine being heavier than the Studebaker V-8 as installed in 1956 and 1957/1958 Hawks is just that, nonsense! It made good press at the time, but I suspect it was a classic case of media writers reading and parroting what each other said, rather than doing their own research.

So why might the 1957 model handle better, as was reported? Well, the 1957 model had new variable-rate front springs with recalibrated shock absorbers to accommodate the dampening rate of those springs. In fact, the 1957 Shop Manual supplement distinctly says, "the shock absorber valving was changed to accommodate the new variable rate springs."

Further, when the 1957 front suspension was tweaked, the King Pin Inclination Angle was changed from 5.25 degrees in 1956 to 6.00 degrees in 1957. All these things could account for the 1957 Golden Hawk handling better despite its weight being more, not less, than the 1956 model.

So much for the "heavy Packard V-8" being responsible for the 1956 model not handling as well as the 1957 model. If the supercharged Studebaker V-8 really was lighter than the Packard V-8, why would the shipping weight of a '57 be 40 pounds heavier than a '56, when the '56 was hauling around the additional weight of the other components mentioned above?

I have not measured the distance between the firewall and the front of the engine, but both engines seem to be

nestled about as close to the firewall as humanly possible, so I take exception to the notion that the Studebaker engine is mounted further rearward than the Packard engine. Of course the front of the Packard engine comes closer to the front of the car; that's to be expected because it is a longer engine, not because of how it is mounted in the chassis!

As to the weight bias thing, all the added weight of the supercharger and components are on the front of the engine, extending its effective length as installed and hurting the car's overall weight distribution.

I can't emphasize that enough: There's a marked difference between a "regular" Studebaker V-8 and a supercharged one as installed in 1957 Golden Hawks. That reality dramatically affects (or should affect!) any discussion of weight distribution and handling when comparing 1956 and 1957 Golden Hawks.

Well, that's my opinion and I'm sticking to it. As you know, so much history goes down as established fact over time when, truth be known, it's just a matter of people repeating what they've read elsewhere because it makes a good story and makes them sound intelligent. Does anybody really think Studebaker would have gone to all the trouble to supercharge their own engine if Packard V8s would have been readily available for the 1957 model year? Not me.

Serial 6800001 Update

By Dan Cyr

NOTE: As many of you know, Dan Cyr owns the first 1956 Golden Hawk that was assembled at the Studebaker plant in Vernon, California. Allen Barth was handling the restoration, but passed away in June 2017. I wrote to Dan to see if anything was being done on his 56J. - FJA

Patience is the word here. Yes Allen has passed. I don't know if you also heard their main shop building burned down a couple of years ago. Fortunately my Hawk was not in that building at the time. It took quite a lot to get the building replaced and the insurance settled.

I saw Allen as the new building was almost completed. The devastation to some cars involved in the fire was startling. Most of the bodywork on my car was complete including new floors in the cabin and trunk. Unfortunately they had a lot of catch up work on other cars before additional work on mine.

Since Allen passed I talked to Jim, his son and he is carrying on the business. Unfortunately business wise it was quite a mess. Jim was doing his best to straighten it out while keeping the lights on.

The engine and trans are at a shop in Oregon run by a guy named Paul Dickinson. He is working with Jim on other projects and he tells me Jim is getting pretty much caught up and the business is in much better shape and they should be getting to the Hawk soon.

I would much rather have them working on the Hawk when things are going well, than under pressure. I am trying to be patient and as long as the end result is a great restoration of the Hawk, it will be worth the wait.

Note: I sent Dan's Email to Brent Hagen who was the one who initially reported finding this car. Here is what he had to say: - FJA

Thank you for the update from Dan. I did not know about Allen's shop burning down. I had wondered if his son would take over the business. I visited their shop back in 2014. I recall his son and a friend doing the body work and paint at the shop. At the time he was finishing up on Ed Kann's 56J. - Brent

Jet Streak

From Kenny Durkee

In the spring of 2017, I got a call from my friend Brent Hagen offering to sell me his "other" '56 Studebaker Golden Hawk. He had nearly completed restoration of one, and had intended to do this one as well,. His precious wife was ill and needing concentrated care and this project would have to go to facilitate that. My wife Kathy and I went to see it, settled on a price, and towed it home. Brent offered me the car because I had recently completed a '57 Silver Hawk for Kathy and he liked my work.

This '56 is a special car and he wanted to see it done well. It's a Vernon-built car, originally Seaside Green/Snowcap White (poorly repainted some green many years ago), with power steering and a manual transmission with overdrive. Just the way I wanted one. Virtually rust-free and never wrecked, it's a great base on which to build.



Now I've been a Hot-Rodder my whole life, but I respect important and historical cars. What has always interested me is the idea of "Phantom" cars: Cars that could have been built by the manufacturer, but weren't.

When I built Kathy's Silver Hawk, I sat her down and laughingly told her this was going to be just like buying a car at the Rolls-Royce Dealership. Whatever she wanted it to be, it could be. So she went to work on picking colors, upholstery, trim etc, personalizing it to her liking.

It has trim and mouldings from '55, '56, 57., and '62... from Commanders, Golden Hawks, GT Hawks, etc. Rene` at Southeast Studebaker took our upholstery material and stitched up an accurate Golden Hawk pattern interior and door panels to fit our Silver Hawk doors. The completed car I like to call a "Platinum Hawk". So It's All-Studebaker, but not strictly "Original". We named it "Hazel".

This is the direction I am going with our Golden Hawk. Since it was already a manual transmission car, I felt it has more of a "Performance" edge to it than others. That, and, Oh-- it already had freshly rebuilt correct Dual-Quad carburetors on it (they have been on the car since new? Or at least, decades.). Brent had also installed a fresh Twin-Traction 3.92 Rear End, all built with NOS parts , of course. We named this car "Elbert" after my late, Hair-on-Fire Hot-Rod Uncle Elbert.

I began researching what a "Jet-Streak" Hawk was, and read anything and everything I could on the subject, collecting pictures and documentation. Being a Hot-Rodder and a Phantom car guy, I of course settled on the idea of procuring a '56 Packard 374 for it. (Insert Smiley-Face Emoji here...), while keeping the original engine in storage. I put out feelers and was very excited to find a seller in Florida with a NOS 374 Fitted Block Assembly, still strapped to its original pallet with "Packard"-marked strapping.



It was almost a ceremonial moment when it came time to cut those straps! That find was the biggest impetus into deciding to build the most modern, highest-quality 374 I could. Going to my favorite machine shop, *Pacific Auto Machine* in Renton WA, I met with the machinists to develop a plan.

The cylinder heads would be built with hard exhaust seats for use with modern fuel. The somewhat unusual Packard "Guide-less" valve guides would be replaced with modern bronze, replaceable guides. The dual valve springs called out for Jet-Streak engines were still available from Isky, and I ordered a set, but subsequently didn't use them, as my machinist thought the spring pressure was so high that it would cause premature cam wear, and also would be unnecessary at the useful RPM rating of the Isky cam. We instead used Big-Block Chevrolet springs, and shimmed them to get exactly the spring pressure we wanted. The heads were machined off around the new guides to expose the tops of them, in order to use modern, positive-seal Viton stem seals.

The solid-lifter-spec camshaft was custom-ground at Delta Camshaft in Tacoma, Washington to match Isky's "E-4" Street-strip grind, called out for Jet-Streak engines. The solid lifters we used were Mopar early-Hemi, and the custom-built adjustable pushrods were also supplied by Isky- P/N 803L.

On the bottom end, Brent, my Hero, had tucked away a very rare, NOS forged-steel crankshaft, P/N 440989, still in its dusty box. This wasn't cheap (Brent, you Rascal!), but I thought would be the frosting on this big, iron cake. I then had all internal rotating parts balanced. The oil system was upgraded by using a Hudson/Nash "Hash" oil pump which interchanges, but is a better design that supports the lower end of the pump shaft in the bottom plate, which the Studebaker/Packard pump does not.

Brent, of course, had an NOS one for me. Jack Vines supplied me with the upgraded cam plate and spacer ring, which modulates the oil supply to the timing chain and retains better oil pressure.

When assembling the engine, I used a late '80's Cadillac two-piece rear main seal rather than the Packard rope seal, and a modern front lip seal as well. Brent had just rebuilt the correct-numbered carburetors just before I bought the car, so I installed them, alongside freshly chromed "Packard" logo 374 valve covers.

Along with an NOS distributor, I will be running electronic ignition, rather than the dual-points that would have been used "back in the day". I now have a fresh rebuilt T-85 Transmission ready to install with the engine, a new stainless exhaust system, a restored fuel tank, Turner front disc brakes, and a new correct green interior, all waiting to be installed in the car as soon as a couple other Studebaker projects get out of the garage!

Vernon CA Plant - Correction

From Richard Quinn

Hope this finds you doing well. Thanks as always for the latest issue of 56J Only. Always read it cover to cover.

One error I noted concerned the building of the Vernon, Calif plant in 1938. It actually began production on November 23, 1935 and ended on June 6, 1956. A grand total of 265,976 vehicles were assembled there. The only trucks ever assembled there (350) were the '37 Coupe Expresses. Just thought you might want to know. Keep up the good work.

NOTE: Thanks to Richard for providing the correct information.

Mail Bonding



Letters From Our Readers. (Edited as required.)

Joe Birkel September 30,2019

689 Thanks for entering my car in the Register. The previous owner was Aldolf Weber, Bethlehem, PA. He was the original owner. We bought it in 1968. Really hope to get it back on the road.

Thanks for all your diligence to the 56J. Wish they got more respect and the values were higher. It makes investing in them iffy at best.

Frank Hunter October 16, 2019

This is Frank Hunter from central PA. I have been a member of 56J for many years now

Obviously I have a 56J Studebaker that I've owned for almost 40 years and have been working on it for the last 10-15 years.

Anyway I am getting more serious in trying to get it finished and it's at a resto shop in Allentown. I am looking for a real nice used steering wheel and probably will need other various parts as this project continues.

Do you have any extra miscellaneous parts or do you know any Studebaker people that I can contact for my future needs? **Note:** Try www.StudebakerVendors.com.

Dick Button October 17, 2019

I might have mentioned that I got a pair of NOS front fenders with the 56J I purchased at auction this summer. I am working towards finding resources to remanufacture those at reasonable prices. I found resources if price were no object, but talking with Jim from Studebaker International and Mark from Classic Enterprises, we think \$1,000 per fender is probably the top end of market interest. I am planning to put a notice in the SDC forum soon about this possibility and will have a survey site to get an idea of interest.

If anyone would be interested in purchasing these fenders should they become available, please respond to this survey. <https://www.surveymonkey.com/r/QFNLNNY>

Predrag Gligorovic October 24,2019

1956 Golden Hawk EUROPEAN ADVENTURE almost ruined by the old car insurance company. Just a short update on our little trans Atlantic adventure.

We decided to move to Europe and we are taking our 1956 golden hawk with us. I drove it from Winston-Salem NC to port of Charleston SC (350 mi) and loaded it to the vehicle carrier vessel. Straight highway ride, 70-75 mi / hours with some higher while passing. It took 4 weeks for car to arrive to Sweden.

You will need additional insurance to drive US registered car in European union. Unfortunately my (old car) insurance was not a good partner, and caused us some serious heartache with lack of information on short term Oversees insurance (7 days port to meeting and than to garage). I had not expected that insurance would be a problem after years with insurance company but it ended up being a big problem due to insurance losing our request 3 times and asking me to wait on their call back. I called again and waited more and called again. After 4 weeks I needed to have an answer. Finally on Friday afternoon after my 5th call to my insurance company, they told me that they can not provide insurance.(2 days before my trip).

I changed all my trip plans, rented a car and trailer to haul my car, and then my lovely wife found an insurance office in London GB working on Saturday. She really made it happen.

Through the British company we got temporary insurance

(600\$ for 8 days), but at that moment I was so desperate that it was a wonderful bargain. I was finally able to drive my car. I forgot all \$400 paid for hotel changes, trailers and cars from last minute cancellations...it was worth every penny Let's not talk about extremely poor performance by the Insurance company anymore.

In Sweden they use ethanol free gas with 95 octane, so small carburetor change will be necessary, or not if you really appreciate a kick from 70-85 miles while passing. After going through customs in port of Gothenburg I drove additional 350 miles from port home. Fantastic day, in low 40s with clear sunny sky. Lots of thumbs up on the road and appreciation for classic ride.



One of the best rides ever. Just made a whole ordeal with shipping and insurance worth while.

I became a member of Swedish Studebaker club, and looks like in Sweden, exists only one 1956 golden hawk in addition to mine and six 1957 golden hawks.

Our 1956 Golden Hawks are getting more and more sparse, and I think they are becoming more and more beautiful as time goes by. Best regards from Sweden

Bill Perrin October 28, 2019

Good evening Frank. The former Gary Capwell 56J, Ser # 6030061, has a new owner, as I purchased it. I live in Washington state. I just read the attachment of your letters from Gary Capwell, and the pre-restoration pictures. What amazing stories he writes, with such attention to detail. Thank you so much for sending these.

Bob Palma November 29, 2019

Question: Do you know of a documented reason why the Jet Streak kit was never released for field installation? Studebaker sure went to a lot of trouble to make up the kit only to pull the plug on it after all that work was done. If there's a documented reason for that, I'd like to work it in an article. **NOTE: We've wondered about this for a couple of decades, but have yet to solve the mystery. The answer may be buried in the Studebaker Archives.**

Susan Lusted December 02,2019

Jim Anderson finally has the car back. We got it last weekend. The frame is all repaired. It definitely is 100% better than it was. Jim had disk brakes put on it. The fellow who did all the work had the entire front off the car,

and the motor out. He did a phenomenal job and repaired lots. We think that perhaps the Hydro VAC is not working correctly.

Question is there a different one for disk brakes? Also, where would I find information on this?

NOTE: I wrote to Brent Hagen and Joe Hall to see if they had any information. Here are their responses:

Brent - I have not personally had the front disc brake conversion (with the dual master cylinder set up) accomplished on my 56J's but have been told by other 56J folks who have done this that the hydrovac is not compatible with the disc brake set up as you have to use a proportioning valve between the front and rear brakes. You should have plenty of brakes without the hydrovac just the same. The hydrovac can be removed and the two existing brake lines to the booster coupled together in series. Also the vacuum line to the booster will need to be plugged.

Joe Hall - To answer the original question, YES there is a different hydrovac (HV) for disc brakes. The one for drums puts out much less pressure so, with discs installed, the pedal pressure will be much greater. In my opinion the original drums, with proper shoe linings woulda been best, but it's a bit late now to mention that to you.

However, since you already have discs installed, the next best option is to install a matching HV for discs. The correct one was only used on 63-64 GT Hawks, and is much more rare than the one for drums, which was used on many C/K body Studebakers, 55-64. The only place I know to buy the correct one is the repro that Studebaker International (SI) sells. It is new, so you do not need a core to turn in, and costs bout \$410. I have bought two of those from SI in the last five years. They work great, and make the discs work like they are supposed to.

Another option, which would reduce pedal pressure slightly, is to install a, "tall" pedal to replace the original "short pedal" that your 56J came with. The tall pedal was for standard brakes, and has a different fulcrum ratio to pressurize the brakes with less pedal pressure (by your foot). However, the correct HV will produce much better results.

An easy way to discern the HV for discs is that it only has one, "bleeder valve" whereas the one for drums has two. The disc brake HV will mount in the same place as the current one, without too much modification involved, only a trained eye would know the difference.

The SI part number for the correct HV for disc brakes is 802101, "New manufacture Hydrovac 1963-64 Hawk with front disc". It is on page 258 of their last (2014) catalog. Hope this helps.

Terry Rodino December 22, 2019

Frank, With this being 2020, would it be neat to challenge the golden hawkers to see how many we could get

together at Chattanooga? Do you know how many normally attend? **NOTE: As few as zero have attended at times. I believe there were around 12 at one of the South Beem meets**

Here We Grow Again

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

691 Bill Perrin Ser # 6030061
Vancouver WA Prev Owner Gary Capwell
692 Studebaker National Museum Ser 6033015
South Bend IN Prev Owner Roy Pearson

* = 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
296	Cars Registered (includes parts cars)
343	*Cars Reported But Not Registered by Owner
639	Total Cars Registered plus Reported
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.

✓ **56JONLY Message Forum** Started by ex-owner Scott Reid in July, 2002 for owners and fans to exchange information. Click on **56JONLY 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 or 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 (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- My name is Geoff Gogle. a longtime Studebaker enthusiast from southern/central africa and for the last 20 years in British Columbia Canada. My 56J [vin 6800467] is on our 56j roster and we really enjoy the group. For the past 4+ years our once lucrative class8 heavy truck export business has been decimated by much cheaper 6x4 trucks from China.our severely curtailed business can no longer support our large[10+] Studebaker collection not to mention the engines, transmissions, axles, body and chassis parts etc. We have a documented list of vehicles and parts for interested parties..the model year range is from 1956 to 1964 --coupes--hardtops--sedans and wagons. any help would be greatly appreciated. Kind Regards
Geoff & Norma Gogle Mammoth Truck Corporation - 6095 Austin Road, Summerland, BC Canada V0H 1Z0 TEL: +1 250 583-9142, FAX: + 1 250 494-1495, CELL: + 250 809-4954. norma@mammothtrucks.com (11-2019)

For Sale- I totaled my 56J and want to get rid of some leftover parts. Email me if you are interested in anything and I will tell you the condition and you can make an offer. Front grill, defroster, hood chrome (bottom front), antenna, front turn signals, 2 door handles, 3 window handles, 2 water temp, 2 amp 1 oil pressure gauges, cigarette lighter, wheel well chrome, headliner bows, lower trim on bottom of doors and body, 2 studebaker seat belt buckles, radio, interior light, gearshift lever, turn signal lever, radio. Phone # 858-945-2137. Email address is modell@san.rr.com. (10-2019)

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

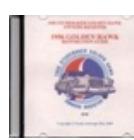
Complete Package Flash Drive.
1956 GH Restorers Guide Video plus 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog, Borg Warner Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual 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.)



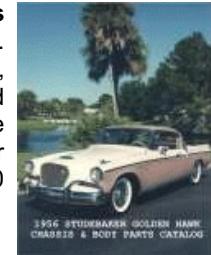
\$20.00



\$20.00

1956 Golden Hawk Restorers Guide on DVD

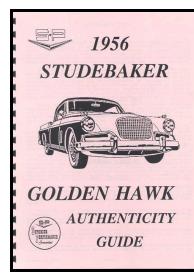
Contains a video version of the Authenticity Guide with many new items discussed. (Video is Included on the Flash Drive)



\$60.00

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).



\$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-

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 (For Registered owners only) send Email or SASE

In this Issue

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 - **Bob Palma** provides an interesting perception on the engine weight and handling problem myth.
 - **Kenny Durkee** files a report on his version of the Jet Streak engine he built.
 - **Richard Quinn** provides a correction to the Vernon CA plant story from issue 094..
 - **Joe Birkel** enjoys the 56J Register and wishes the cars would get more respect and higher values.
 - **Frank Hunter** wants a nice steering wheel and other parts for his 1956 Golden Hawk restoration project.
 - **Dick Button** is working on trying to get reproduction front fenders made.
 - **Predrag Gligorovic** details his move to Sweden adventure and the problems with his old car insurance.
 - **Bill Perrin** has purchased the 1956 Golden Hawk formerly owned by Gary Capwell.
 - **Bob Palma** asks why the *Jet Streak* engine option was never released for the 1956 Golden Hawk.
 - **Susan Lusted** reports that Jim Anderson's car has had some major work done on it.
 - **Terry Rodino** would like to see how many 1956 Golden Hawks we can get to attend the 2020 SDC Meet.
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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