



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Number 110

Established January 1, 1989

February 2025

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

"24 Zerks Conclusion" or "How to get a grease job for \$425" From Gary Willoughby

As you may recall from my recent rantings on the perils and trials of getting a decent lube for my Hawk, I left off with the decision to use the local Walmart Service Center. I've actually been taking the GinnyHawk to Walmart for lube jobs for some time now.

The kids manning the pumps there actually seem to like having a sharp Studebaker in their shop. And, I think they consider the lube chart as a challenge.

First time I tried it, a young man named Wade got the assignment; nice, aspiring mechanic, does some light repairs at home, and he did all right. Told him to concentrate on the u-joints, as I still worry about them the most. After he finished up, I slipped him a 5-spot, so as to keep his attention for next time.

So, this spring, with the upcoming trip to watch the start of the Great Race in Owensboro, Ky., the Hawk was needing not only a chassis lube, but new oil in the boxes, as well; that is, transmission, overdrive, and differential.

Some conversations had come up in the *Turning Wheels* Tech co-op about some improved lubricants. Also, the shop manual required a flush-out of the boxes at 15,000 miles, with the oil changes. Mineral oil, GL-1, is the required oil. In 1956. My man at NAPA, Troy, told me that mineral oil was fine...for low speed applications...tractors and such. This was a bit unnerving. I have a Twin Traction, Overdrive Packard, capable of triple digits, that's supposed to function on tractor oil? Times have changed. I wanted professional advice.

I rang up Dwain Grindinger (well, I e-mailed him), the *Turning Wheels* guru for post war Studes, asking about a transmission flush--the manual was kinda vague on details--and specific upgrades on mineral oil. He told me that it's a pretty straightforward thing; drop the old oil, fill with 30-weight engine oil, run for a few minutes, drain, and put in the good stuff. Oh, and I wanted to know if there was any stop leak miracle oil available for trans and differentials. Ever since I had the transmission opened up and checked during the engine rebuild, it had developed leaks around the shift rods (a classic case of 'it's not broke---don't fix it!').

Anyway, Dwain had pretty good info on all of it. GL-5 for the rear (80-W-90), and GL-4 (85-W-90) for the transmission. Also, if the old stuff was not too nasty, the flush wasn't necessary.

Amsoil made good products, he said, and Liqui-Moly was good, plus they had what he called 'Moly Stop' for minor leaking. Along with the tranny, the front pinion seal on the rear has always had a slight drip. I'm going to do proper repairs, eventually, I promise. Just not right now.

Well armed with this new wealth of information, off to NAPA I went. The guys (and girls) there know me and the car and are used to my odd requests.

Problem presented, my man Troy puts on his thinking cap, pulls out real analogue catalogues, and here we go! It felt better than the usual computer screen interrogation; "phone number? date of birth? (You know the drill) Name? Gary? Which car?. A what? Oh, right....well...(sorry, digressing again). So his LiquiMoly catalogue doesn't list anything for a Molly-Stop, or a GL-4. Huh.

He did have Lucas Oil GL-5 on the shelf, so I bought a couple quarts to make up for his time. Then, when about to leave, he said, much to his credit, " you should see what you could find on Amazon". Well, knock me over with an air freshener!

Went home, hit the lap top, found the right place, and ordered what I thought was enough stuff for the trans and OD, plus what Dwain had suggested for a stop leak: 'Molly-Stop'. Only a few days later (I swear, sometimes I feel like the coyote, tapping my paw, standing by the mail box, waiting for the Acme order!) everything's here.

With all the bottles in the trunk, plus a bottle pump, I was at the Walmart service center bright and early the next morning.

I didn't know the main guy, Chris, but Wade was there. We got the paperwork done, fielded the usual questions from other customers, and we got down to it.

My man Wade was pretty comfortable with the Hawk, although it had been a few months. He carefully pulled her up to the big blue drive-on lift ramp, the one closest to the spectator rail, where we figured I could talk him through the chart, and then, CLUNK! Hot rod rumble...Stop. What just happened? Same ramp as before...but, no, something's different.

The last time I was in for a lube job, the main ramps were out of commission. They had used the smaller four point lift. Since then, the big ramps had been replaced with newer, wider models. Some new gadgets on them, but also, they were several inches higher, with wood blocking increasing the height, putting the exhaust pipes on a collision course with the ramp.

We didn't know this at the moment. I thought the muffler caught and popped loose. Wade, bless his heart, thought...well, he freaked. No, that's not quite right. He quickly backed off a bit, shut her down, set the brake, and crawled under to take a look. It was bad. The left exhaust header, below the heat riser, had taken the punch.

Whether it was cracked before, as I suspect, from a persistent exhaust leak, or just metal fatigue from a 69 year old casting, it couldn't take the stress. There was nothing else to be done except wire up the exhaust pipe, gather up the oil bottles, try to calm Wade down, and head for home.

You think Harley's are loud? Take off your exhaust pipe sometime and tool around the neighborhood. The biker boys will be calling the sheriff's office, bitching about the noise! I tried to be quiet going home, but even half of a big block Packard without pipes is not subtle.

What a disaster! My cheap, loop hole lube job just cost me untold amounts of money and time, and it was nobody's fault, and maybe it was my own damn fault.

Not wanting to dwell on hindsight, I inspected the damage, and got on the phone with Brent Hagen, your go to guy for parts and sympathy.

Yes, he had a header pipe, it's on the way, never mind the cost, it's probably the only one in the western hemisphere; check's on the way. Brent is a good man to do business with.

Lining up a time with my regular mechanic, the header arrived on time, another loud trip up town, and Ginny was ready at quitting time. Total cost? It's in the title on page 1; don't make me repeat it. And I still needed my lube job.

Back to Walmart Super Service, brighter and earlier next Monday. Wade wasn't working that day. Another kid, Chris, the lead man (I shouldn't be calling 21+ year old grown men kids) took the info, actually looked at the lube chart, actually listened to my current history lesson, put Ginny on the 4 point lift, and I got my lube job.

But guess what? "Sorry, sir, we can't change the trans and rear diff oil. It's not allowed in the programming." So, there's my dinner!

And right here, I decided, (with no adult guidance) I've got the proper oils, I need some new jack stands anyway, I'll do it myself and at least know that it was done properly (ish).

Years ago, I had acquired a 'jug pump', and had pretty good results with it. You may be familiar with the device. You can pump oil from the (gallon) jug into the trans or differential with minimum clearance, or so the theory goes. Jug height, plus extended pump handle height, which requires angling the jug over whilst trying to keep the creeper still, whilst being on your back, amounts to, you should have gone to a shop with a proper lift, you cheap so and so! But, right now, you're stuck under your 18 inch-off-the-floor Hawk, you need three feet, and, needless to say, it's gonna be a rather messy job. Besides which, the pump doesn't work with small quart jugs. Time Out!



My man at NAPA, Troy (remember him?) had another device in mind. It's kinda like an industrial strength syringe: It'll pull about 2 pints from your jug of oil, on the bench, and, with a 12 inch flex tube, you can pump it right into the box. Great! I'll try it!

And it worked pretty good, once I learned to put a clamp on the tube so it wouldn't pop off the tip and spew oil everywhere. Eventually, finally, everything was done. The Ginny Hawk was ready for the trip to Owensboro, Kentucky, to watch the start of the Hemmings Great Race rally on June 22 (2024).

Let me finish by saying that, I realize you all may have had similar problems-experiences-trials...call it what you will. There's nothing new here. This is just me, putting my own story out to you; no apologies or sympathy needed (well, sympathy is always good) Just a little more experience and information on the care and feeding of our beloved Hawks.

Remember that Good judgement comes from experience, and most experience comes from Bad judgement!
Happy Trails!

Getting Ready for Winter From Neal Miller

As hurricane season ends in Florida, and fall blusters and blows its way into Michigan, I sincerely hope this note finds you and yours well in the sunny South.

Thought you might be interested that although I have been preparing to put the 56J in storage for the season, the car obviously had different ideas resulting in just a

touch more needing to be done before its nap time. Read that to mean some significant stuff has been added to this year's repair record and more will be done in the next few weeks.

"What's the liquid on the ground," my son asked as we walked out of church a couple of weeks ago and he pointed at the 56J in the parking lot. The discharge looked and felt very oily on initial observation, but a quick check under the car and then in its nearly empty radiator led to the conclusion the radiator had sprung a leak. Not just a little leak. A great big leak...

It was Monday when I limped the car to the garage and the decision was made to recore the radiator. As you know, the transmission cooler is in the bottom of the radiator. Even though that tank looked usable, rather than risk future failure we decided to go with front mounted cooler and a pair of in-line filters between the cooler and transmission. I opted for double filtration because the transmission fluid looked ugly. We flushed, and flushed and flushed until the "outflow" from the tranny was clean. When the transmission pan was removed we found the filter screen had deteriorated and, obviously, small parts of the decomposed screen had made their way into the transmission. The sludge was so thick and hard in the pan it had to be chipped loose. Honestly, it appeared the pan never before had been removed and that the transmission fluid never had been changed.

The radiator has been replaced and filled; the transmission has been flushed and cleaned, and the new transmission cooler and filters have been mounted.

I almost forgot - two other issues were addressed while the car was at the garage. The brake lights quit working. Easy fix. The new stoplight switch installed in an earlier garage visit had failed. It was a warranty replacement. A bigger frustration was that the horns wouldn't blow when the steering wheel ring was depressed. They had worked. But they quit,

Did you know the horn blowing components housed under the horn button in the center of the steering column are no longer available for a 56J? I did not, but now I know. Bottom line here is that after more than 10 hours of experimentation we jury-rigged new grounds so that when you push anywhere on the horn ring the horns blow. I think we should patent our fix.

We now seem to be operational - mostly. I say mostly, because while the "liquid" issues were being addressed, I decided if the 56J's worn door hinges were replaced, the doors certainly would close better and seal tighter. And at the same time, why not replace with vent window rubber, right? We probably also ought to replace the driver's side door lock which some enthusiastic Studebaker fan had knocked loose while inspecting the car when it was in the shop getting its leaks and tranny issues addressed. I found the door lock lying on the back seat floor when I picked the car up from the garage.

Indications are the rest of the work can be accomplished in about three weeks - that's mid-November. Although my Michigan deer hunting buddies won't like this, I hope we don't have snow when I take the Golden Hawk to its winter aerie.
Film at 11...

Progress Reports

Stories By Owners Who Are Getting It Done

Martin Fleming
Serial # 6033155

10-13-24 - Hi Frank, - Love the newsletter. Thanks for your work.

I've had my 56 sitting for 2 years since I bought it and now I'm finally going to roll it into my shop for the winter. I'm looking forward to getting it up on the lift and see what's going on underneath. Wish me luck!

Frank - Hi Martin:-Good to hear you are going to get to work on the 56J. Hopefully, not too much will be needed to get it going. Good luck!

Martin - You tell me! =====>

Frank - Ouch! That is beyond anything I would be capable of handling. Hopefully, you have the resources to get it done. You just have to take it one step at a time, and not worry about creating a 400 point show car. If that's your goal, you can always upgrade after you get it starting, running, and stopping, safely.

Martin -I'm both crazy ...and up for the challenge. I just finished this 64 Austin healey and it was just as "bad."

I'll definitely be using you folks as my go-to for lots of questions.

I notice there's not a lot of traffic on the *56j forum*. Should I post queries there or on the big Studebaker board?
Thanks,

Frank - Sometimes, crazy is good, as it comes without limitations. I think you can do it, and would love to report your progress as you go along. I hope you've been keeping up with the reports from Ed Capozzi. What looked like a doomed derelict a few years ago, is looking more and more like it will make it back to life.

Unfortunately, our *56J message forum* doesn't seem to get a lot of action. I don't know how many have even registered. It might be time to revisit its usefulness. I think



posting your project on the *SDC Forum* would generate a lot more response and interest, as well as (hopefully positive) suggestions. It would also be good for our group. There are a lot of SDC members who do not own a 56J, but have an interest and a lot of knowledge.

11-05-24 Morning Frank,
Thanks so much for sending this information and the correspondence from the previous owner. Very helpful and thoughtful.

Got the 352 out and getting it prepared for welding. I found three freeze cracks in the block, unfortunately. We shall see how this goes.



Mary Kay Zaineb
Serial # 6032488

11-12-24 Gosh, I've done it again. Way too long since I've been in touch. I hope this finds you well.

Life sent a couple of more curve balls my way the second half of 2023. My ex husband passed away, and my daughter is making plans for a wedding. I approve!! I finally have some free time.

My mechanic got busy too. He began looking after a grandson (about 8 yrs old I think). He is doing a good deed - as the boy needs a good male influence. He did say that he'd help me with my car (brakes) soon. I'm ready to hold him to that.

A Studebaker fan in my area told me that there are brake conversion kits available. I found the vendor in the Studebaker Drivers Club magazine. Turner Brake (Jim Turner) in Little River, SC. I'm going to give that a go & see how we do.

I still haven't crawled into the trunk to get it open - ha ha! Question: Do the backs of the seats come out? It looks like only the seat part (bottom half) comes out. I might have to get the mechanic's grandson to do the crawling - although I have lost some weight....

My car still runs good - starts right up. My friend that is storing it for me takes it out about once a month & drives around the block a time or two. Keeps the tires from getting square!

Miracle of miracles, NO LEAKS!! Thanks again for your support. - Best to you & Anita. - Mary Kay

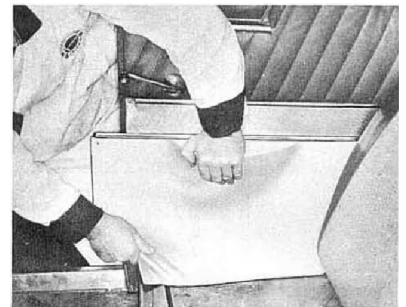
Frank 11-13-24 - It is so good to hear from you. I've thought about you a couple of time in the past few weeks, wondering how you made out with the oil pump and lifter noise problem. I hope that is fixed. We are managing fairly well for a couple of old people (84). Seems like one,

or both, of us has a doctor appointment every week these days. But, a lot of people are doing a lot worse, so we are thankful for what we have.

Yes, there is a disc brake conversion available from Jim Turner (Turner Brake <https://turnerbrake.com/>). A lot of folks have done this conversion. I guess it depends on how much you drive your car. He also offers a dual reservoir master cylinder, which is a great safety item. It separates the front brakes from the rear brakes, so if part of the system springs a leak, you will still have some braking power. With the single reservoir master cylinder, if something goes, the brakes go. I never did that conversion on either of my cars, but if you plan to do the disc brake switch, you should also do the master cylinder upgrade. I'm not sure what is involved with that, but a lot of Studebaker owners have done it.

I completely re-did the brakes on both my cars when I bought them, but never replaced the steel brake lines. One day while stopped at a signal light, I pressed a little hard on the brake pedal and heard a big squish sound as the brake pedal went to the floor. Believe, me I was in a panic. Thankfully, I was stopped at the time, or some time in the next half dozen brake pedal depressions, things would have gone very bad! I replaced all the steel brake lines on both cars. I probably should have replaced the master cylinder, but reasoned that everything was new. All cars up to the mid sixties had the single reservoir master cylinder, and I never heard of anyone losing their brakes. But, it probably happened more than a few times.

Yes, you can remove the back seat completely. Once you remove the seat cushions, you will see two braces on the floor, with a bolt holding each one in place. The brace is attached to the seat back. Once you remove those bolts, the seat back can be lifted up and out. I think you have to remove the lower portion of the vinyl side panel which holds the arm rests. Once you remove any screws holding it, it can be slid forward and out. It is a separate piece from the upper panel .



There is a cardboard sheet, between the trunk and the car interior. Once removed, you can get into the trunk from inside the car. There is a metal divider that helps complicate access. I did this in

the late 1980s, but I wouldn't do it today. I'm a bit claustrophobic, also older and wiser. Honestly, I don't

know how I did it back then. I'd get the grandson to tackle it. You can always coach him from inside the car.

After that experience, I never latched the trunk lid down on either car, for over 25 years. I just laid the latch on top of the lock striker. I was always afraid, the trunk wouldn't open again, and I didn't want to revisit that experience. It worked fine, even when I washed the cars, no leaks.

I think everyone who owns an old car eventually realizes that there is always something that needs attention. Hopefully, it will be minor fixes in the future.

Thanks for keeping in touch, and let me know how things progress. I'll put your comments in the next issue. Maybe it will help other owners to get busy on their project.

Mary Kay 11-14-24 - Thank you so much for all the helpful info. Even pictures! Perfect for me.

I noticed the dual master cylinder kit on Turner's website. I was wondering if I should get one. I'm going to now. Your scary story convinced me. Better safe than sorry.

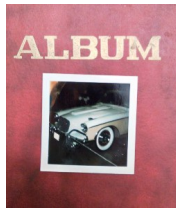
I haven't tackled the oil pump yet. I put it in the trunk for safe keeping & then the trunk lock failed. Oil pump so safe that nothing can get to it!

Thanks again Frank! Always great to hear from you. I'll be in touch for the Holidays.

The Resurrection Of 6030610 (Part 9)

From Ed Capozzi

NOTE: Ed bought this 1956 Golden Hawk in 1968 and sold it in 1979. He repurchased it in 2021, from that buyer's son and is now working on this reclamation project. It sat outdoors for over 30 years in Massachusetts. Ed has agreed to provide a running account of his progress. Hopefully, his reports will inspire others to get busy on their own project.



09-05-24 - Getting back to work on Hawk Test fitting front chrome pieces. Everything seems to be a good fit. The 1958 GH hood also is a good fit.

09-25-24 - Bumper on and '58 grille ornament taken off!

09-27-24 - That '58 grille ornament looked pretty nice when it was completely chromed. but the chrome plate went bad



sitting outside. so I painted it white, which, to me, just did not look good.



09-28-24 - Today, the Hawk got headlamp bezels, 'V' on front of hood overlay, and holes for the front fender stainless side mouldings (which, Donna double checked, I put on straight!)

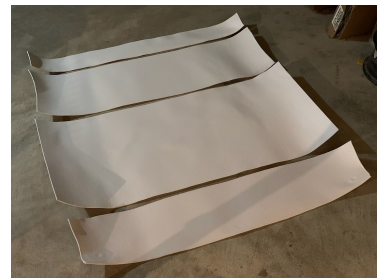
11-07-24 - Hi Frank... I've been playing around with the GH upholstery.. a decent amateur job I think! I saved the gray fabric (died) and added new white vinyl.



OKone more.... the 56J shortly before I sold it around 1980.

12-26-24 - Merry Christmas and Happy New Year to you & yours Frank! We've had quite a cold spell up here so I've been working on the GH interior in my basement.

This photo is the finished headliner panels... These are the original panels. They had collapsed into the car over the years... and were quite badly cracked with some corner pieces missing. I made repairs with fiberglass cloth & resin, then covered them with about two yards of perforated white vinyl with felt backing which I purchased on line. Aerosol adhesive spray worked nicely on this. Although replacement one piece headliners for '56 GH's are available from SI, I wanted to keep the unique one year '56 Golden & Sky Hawk look.



QUESTION... I have the three upper steel bows that fit between these hardboard panels, however I don't have the three plastic 'lock strips' that snap onto the steel bows to keep the panels up in place. Any idea where I could obtain a replacement for these lock strips?

Note: These were available for many year from Myron McDonald in MO. Ed contacted Myron who told him he sold everything to Bryan Kujath (573) 291-2650.

01-02-2025 - Hi Frank... just made deal with Brian for the headliner bows... Nice fellow, he said he'd ship them even before he received payment. \$100 incl shipping.. but I'm sending a little extra for his bother. You put this together for me Frank.. and I DO appreciate it! Ed

Mail Bonding



Letters From Our Readers. (Edited as required.)

Neal Miller September 29, 2024

Just a quick note to let you know that I was able to do Route 66 (mostly) during a two-week west and then back to Michigan with my son this month! While driving the Mother Road was a great experience it certainly was topped by the quality time with Torre. I was blessed to be able to do it.



Because it was a working trip as well as a Route 66 tour, we didn't do it in the 56J. That doesn't mean I didn't stand on the corner in Winslow, Arizona, or visit Kingman, Barstow, or San Bernardino, because I did. Took lots of pictures, bought lots of tee shirts, coffee cups, and other memorabilia. I thought you might get a chuckle out of the attached "Halfway" photo.

John Petru September 30, 2024



I showed the '56 at the Cincinnati Concours d'Elegance on June 9th. It was featured in a class of 10 incredible cars - two of which were "fresh restorations". But I am happy to report that the '56 was selected as "Best of

Class" The attached photo shows the '56 waiting in line to go through the Winners Circle.

Howard Brown October 13, 2024

Hi Frank: - Well I finally got the p/s hoses installed. Wow, what an unpleasant job. At Joe Hall's suggestion that it might help, I removed the shield under the clutch/brake pedals. It didn't improve access, but it did make the hose connections a little more visible. Removing the hoses was a pain, but not terrible; installing was another issue entirely.

The problem was that the new hoses are stiff and won't hold a position if you try to bend them. Our solution was to have someone on top (leaning over the fender) guide the hose and then hold it in position while someone under the car got the fitting started on the steering gearbox. It only took two of us two hours to install both hoses??.

Bo Petersson Monday, January 20, 2025 6:23 AM

Subject: Clutch release bearing

Hi Frank!! -I wonder if you can advise me in this matter. I own 56J K7, serial no. 6032223. I has the 352" Packard engine and 3-speed manual transmission with OD. Reckon it is a T85.

I sometimes hear a noise when depressing the clutch pedal, for instance when starting the engine with first gear in and depressing the clutch. It occurs not so often. Is this clutch release bearing the same as on Studebaker engines?

SI states #1550534 being for V8 cars 1951-64, incl. Avanti! But does this mean it is valid for the 1956 GH? Can you please give me some advise. The car is for winter storage now, but as I recall it never happens while driving and depressing the clutch. I enclose a photo of my car.

Bo Pettersson - Motala, Sweden

On Mon, Jan 20, 2025 I wrote to Matthew Burnette at Stephen Allens -

Hi Matt: - I'm trying to help a 56J owner from Sweden who is looking for something called a Clutch Release Bearing. SI told him to use part #1550534, but I'm not so sure. I think he wants Part # 465306, but I might be looking at the wrong area, Section 0203. Frank Ambrogio (Hope you are keeping warm)

Can you help? His email is implementor.bop@telia.com <implementor.bop@telia.com>

Hey Frank

You're right. 1550534 is for Studebaker V8 engines. 465306 is correct for the 56J but I don't have any in stock, or a source listed. You might point him towards Max Merritt Packard in Indiana. Should be the same part used in all other 1956 Packards with manual transmission

Hi Bo (copy to Matthew):

I checked with Matthew Burnett at Stephen Allen's. If you need other parts in the future, Stephen Allen's is a great source. We both agree that 1550534 would not be correct for the 56J. If we are looking at this correctly and it is the part you want,
0203-1 465306 1 BEARING and COLLAR, release (Includes wear plate and spring)

The part you would need is 465306. Matthew didn't have that one, but Max Merritt <https://packardparts.com> lists one in his online catalog at:
<https://packardparts.com/wpcontent/uploads/2020/12/Catalog-Final-2020.pdf>
(attached)

It is not cheap at \$150.00 exchange with a core charge of \$50.00 (that price may not be up to date). Then of course, there is the necessary shipping charge that only adds to the cost. I've attached that page from his catalog. It is the fourth item from the bottom of the page. You can go to his home page, and contact him

I hope this is the part you are looking for. Let me know how this works out.

By the way, your car looks beautiful, just as nice as when Claes owned it. I'm glad it went to a good home. Frank!!

Thanks Frank & Matthew for the prompt replay of my question. Now I know the part number and where to look for it. As because of the price + shipping, tax & custom, it will be the double added to the list price, when I get it in Sweden. I can not order one for "just in case"! I need to determine the problem more thoroughly in the spring and see what the problem actually is.

Nice to hear that you recognized my car as "Claes's car". It now has only about 26.000 km on the odometer, since Claes restored it! Studebakerly Yours
Bo Pettersson

56J Parts Catalog *Is Back In Print*

The 1956 Studebaker Golden Hawk Chassis & Body Parts catalog has not been available in print form since mid 2020.

The never ending rise in printing and postage costs made it impossible to produce it at a reasonable cost. I made it available for free on our web site.

However, many newer registered owners asked about obtaining a printed copy. Late last year, I decided to check on printing costs to see if it would be affordable to print new copies of the catalog. I checked my local Office Depot



\$35.00

store, and the price would have been over \$65.00 with an additional \$6.00 shipping charge.

I did some Internet checking and found a company that could produce it at an affordable price. I sent messages to all the Email registrants asking who would be interested if I could get the cost under \$40.00.

Eighteen owners responded, which was enough for me to place an order. The last time the catalog was available was June 2020 with a cost of \$60.00. I was able to offer new copies for \$35.00, including shipping.

Longtime 56J owner, Tom Snyder bought his 56J in 1970 for \$80.00. After hearing the price for the catalog, he wrote, "You may quote me as saying that the parts catalog is very valuable at 7/16th's (almost 1/2) the price of a Golden Hawk. At \$35.00, I couldn't take my wife out for even a sandwich for that amount! I am looking forward to read it as much as Turning Wheels or National Geographic magazine."

I printed a few extra copies to offer those who don't have email access and receive the newsletter by mail, a chance to also make a purchase.

When the catalog was first produced in 1994, the price with shipping was \$25.00. That would be about \$53.24 today. That means the \$35.00 cost today is cheaper than the catalog cost in 1994. However, if you bought the catalog prior to the current printing, you paid too much. *But, I'm not giving refunds or accepting returns.*

56J Display Poster *From Doug Button*

Attached is a poster I made up to display with the 56J. Please confirm it is ok to use the 56J Registry logo. I am having it made into a 14" x 18" poster. If you like it, I can make this available to others.

1956 STUDEBAKER GOLDEN HAWK

The Golden Hawk was introduced by Studebaker for 1956 as their flagship model. Using the popular Raymond Loewy body design, a grille was added to the hood and the trunk lid was raised and squared off at the back, which remained features for all 1956 and subsequent Hawk models. Fiberglass fins were also added to the rear fenders



1956 was the first model year after the Studebaker-Packard merger, and so the Packard 352ci V8 engine, producing 275hp, was used as the power plant. **This highoutput, 2-door coupe combination was essentially the first production muscle car.** This was the only year and model Studebaker used a non-Studebaker engine until 1965. The Packard engine was paired with either a Packard Ultramatic automatic transmission, or a manual Borg-Warner 3-speed OD.

Between the South Bend, IN and Vernon, CA plants, 4,071 Golden Hawks were produced. **Today, this is one of less than 800, 1956 Golden Hawks known left to exist in any condition.**
Information from the 1956 Studebaker Golden Hawk Authenticity Guide and the Studebaker National Museum.

Thanks for sending the different color scheme logos. If someone wants the print to make their own, I can send it to them. If they want a printed poster board, with the 56J logo in their car's colors, they are \$25 + shipping. You can put that in the next newsletter.

I'll put that info on the 56J forum as well. Thanks!

Doug Button, 612-516-0026, dbutton@timemachines.net

The text is as follows:

The Golden Hawk was introduced by Studebaker for 1956 as their flagship model. Using the popular Raymond Loewy body design, a grille was added to the hood and the trunk lid was raised and squared off at the back, which remained features for all 1956 and subsequent Hawk models. Fiberglass fins were also added to the rear fenders.

*1956 was the first model year after the Studebaker Packard merger, and so the Packard 352ci V8 engine, producing 275hp, was used as the power plant. **This high output, 2-door coupe combination was essentially the first production muscle car.** This was the only year and model Studebaker used a non-Studebaker engine in a passenger car, until 1965. The Packard engine was paired with either a Packard Ultramatic automatic transmission, or a manual Borg-Warner 3-speed OD.*

*Between the South Bend, IN and Vernon, CA plants, 4,071 Golden Hawks were produced. **Today, this is one of less than 800, 1956 Golden Hawks known left to exist in any condition.***

Information from the 1956 Studebaker Golden Hawk Authenticity Guide and the Studebaker National Museum.

Want Ads

New Since The Last Issue

For Sale: An all original 1956 Studebaker Golden Hawk 56J showing 54,978 miles (rebuilt engine) in great condition all around. This car runs great. 3-on-the-tree with O/D. 352 Packard Engine. Been in the same family since 1996. 5 New (including spare) Nexen 2.5" whitewalls w/beauty rings. Plenty of extra parts including extra hubcaps, all original shop manuals, vintage magazines and plenty more. Located in BC, CANADA.

Car has passed recent comprehensive government inspections and plenty of work done recently. Price. USD \$21,500



Much more info & documents upon request. Contact Jason: okpowder@gmail.com / 250 864 4423

Cars Online Listing here

<https://cars-on-line.com/listing/1956-studebaker-golden-hawk-348375/>

For Sale: I have a nice 56 Golden Hawk. No power steering, no air condition. Would like to sell it. Located in Deming NM. Please email me if anyone is interested. We are getting older and just don't drive it anymore. It has a new 350 Chevy engine, otherwise it is stock. Norma Mosso gn.mosso@gmail.com



For Sale: I'm going to sell my project 56J that I have done nothing to; or, I will part it out when I have recovered from Friday's back surgery. The car is very complete; but, does have "typical" rust in places. I don't know if the motor is locked or not. It's located at my place here in Tucson and can be delivered for cost. Interested folks can email or call me for pictures, etc. 520-444-9473 Jim Humphreys jhumphreys76@msn.com



Here We Grow Again

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

Gains

737 Bill Foti SN 6031559
Junction City WI Prev Owner Geri Bauer

(If Present):

- * = New, Not previously registered or reported.
- ** = Previously reported, but never registered.

Losses

007 Randy Cavoli - Died in 2022.
532 Gary Nordstrom - Sold car in 2022.
625 Sam Partin- Sold car to Tom Douglass 10-17-24.
705 Bobby Brewster - Sold car in 2023.

The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

206	Registered Owners
250	Cars Registered (includes parts cars)
350	*Cars Reported But Not Registered by Owner
600	Total Cars Registered plus Reported
52	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, 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 also get it from 10 others. 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.

✓ **Phone Calls,** We *don't* answer the phone anymore due to the number of scams and crank calls. I prefer email, but if you *must* call, **leave a message, and I'll pick up.**

✓ **56J ONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on *56J ONLY Message Forum* on our home page, www.1956GoldenHawk.com.

✓ **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 website. You can read it, download it, and/or print it at your leisure. If you can't view it on the website, let me know, 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.** This costs me a couple bucks, but the mangling, ripping, and stains are free.

✓ **The Four Year Rule** - If I haven't heard from or about you 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/or still own a 56J.

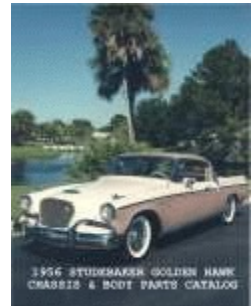
56J Club Items

*All Proceeds Help Maintain the Register
Items can be ordered on-line through our web site*

1956 Studebaker Golden Hawk Parts Catalog.

Patterned after the 1956 Studebaker parts catalogs.

A full 295 pages. Including torque specifications, part numbers, illustrations, alphabetical and numerical index, utility items, accessory codes, and a list of service bulletins



\$35.00 Includes free domestic shipping. (add \$30.00 foreign S/H).

\$35.00



\$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. \$20.00

Decals-Tags-

Oil Filler Cap, blue/buff \$ 3.00
Oil Bath, yellow/black \$ 4.00
Generator Field Terminal Tag, red \$ 1.50

Club Rosters (send Email or SASE, owners only)

**Most Items Are Available On-line at the 56J Store
Make Checks Payable to Frank Ambrogio.**

In this Issue

- Gary Willoughby concludes his story about getting a grease job for his 1956 Golden Hawk
- Neal Miller discovered a few new fixes requiring attention prior to storing his 1956 Golden Hawk.
- Martin Fleming has decided that after 2 years of sitting, he needs to get serious about his 1956 Golden Hawk.
- 1956 Golden Hawk Chassis and Body Parts Catalog - a limited supply is available again .
- Doug Button can make a 56J display poster with our logo in your car's color.
- Howard Brown reports on his ability to finally replace the power steering hoses on his 1956 Golden Hawk.
- Ed Capozzi continues the restoration of Serial # 6030610 and provides a few I updates.

• **NOTES:**

- 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!
- 56JONLY Message Forum Started by Doug Button, for owners and fans to exchange information. Click on *56JONLY Message Forum* on our home page at www.1956GoldenHawk.com.

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

MAIL TO: _____



For the Type "J" Personality

Studebaker
VENDORS.COM

You Can Always Find
Studebaker Parts
Over 150
Studebaker Parts Vendors
www.studebakervendors.com