



# 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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Number 111

Established January 1, 1989

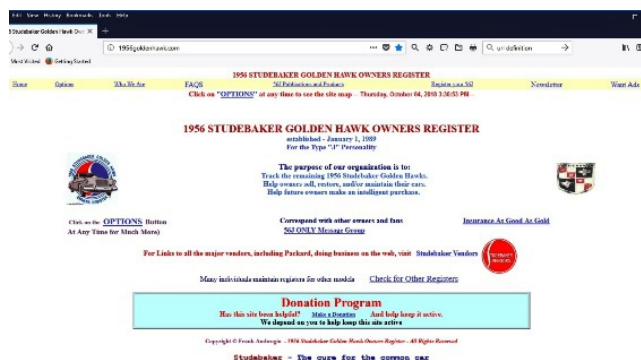
June 2025

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](http://www.1956GoldenHawk.com)

### The 56J Web Site - (It's On There!)

By Frank Ambrogio

Many times someone asks a question about the 56J, and often, the answer is posted on our web site. Whenever this happens, I think of the classic Prego spaghetti sauce ad from 1984. The ad makes the point that with *Prego*, it is not necessary to add anything to the sauce because: "It's in there."



You might think I'd be annoyed by the questions, but that is not true. I'm happy that folks are doing something with their 56J, and glad the answer is to simply point them to the proper area of our web site.

It's easy for me to provide the answer, and good for the owner who might find answers to other questions he might have.

A case in point is in the note from Frank Hunter in the *Progress Reports* section. Frank asked about the color combinations offered for the 56J. The web site has links to 5 pages of information on paint and upholstery.

Naturally, not every question has a simple answer. Many times I have to rely on other owners, especially when the question is mechanical in nature. I'm not comfortable giving mechanical advice when we have so many owners who are far more experienced than I am.

Bo Petterson of Sweden asked for help regarding a clutch release bearing noise. I printed the dialog in the last issue and Ed Capozzi volunteered some advice, based on his experience on the matter. More on that correspondence is in our *Mail Bonding* section.

Another question that surfaces often, is about the number of cars we've found. I decided to include a chart showing that information in our newsletter, see *The "J" account* section.

We also have a list posted on our web site that identifies every car we've found over the past 35+ years.

If you have a question about your 1956 Golden Hawk, drop me an Email. Hopefully, I can simply direct you to our web site, and let you know that, *It's On There*.

### Progress Reports

Stories By Owners Who Are Getting It Done

#### Frank Hunter Serial 6032971

**02-03-25** - Frank, it's Frank from Pennsylvania. After 45 years I'm actually finally going to get my car finished. After (2) body restoration shops, did next to nothing for over six years I found (2) guys in Ohio who restore cars including Studebakers. Still undecided about the color scheme. Think I would know by now.

Do you have, or know where I can obtain the actual original color combinations - actual pictures of them? Like some kind of chart? Please let me know.  
Thanks - R. Frank Hunter

- - - - -

Hi Frank H - Glad to hear from you. We do have paint information on our web site:

- Go to [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)
- Click on Options
- In the second column, under Technical Items, there are four links that show paint information. The second one, Paint Color Combinations, should show you what you need Frank A

#### Chris Mizzi Serial 6800362

**03-03-25** - Hi Frank - I thought you'd like to see pictures of my newly completed 56J. I bought this to use as a parts car for another 56J I restored 10 years ago or so.



This car was very solid, and complete, but the 352 had been replaced with a 63 Avanti drivetrain. I kept it that way and restored it to the original Daybreak Blue/Snowcap White color combination.



It got a lot of attention at the show and I hope to have it out to many more shows as time goes on. - Chris

**NOTE: Read Chris' full story on page 36 of the May 2025 issue of Turning Wheels.**

### **The 57J(?)** **By Frank Ambrogio**

Sometimes we find a long lost 56J. Sometimes, we find a different one. In 2003, I received a call from a lady named Paige Betty asking what engine was in a 56J she was selling. After some checking, I determined it was a Packard V8 that came from a 1956 Nash Ambassador, or Hudson Hornet. Studebaker/Packard sold Packard V8 engines to American Motors Corporation in 1955 and 1956, until AMC introduced their own V8.

The car was purchased by Richard Mazurek in FL, who was into customizing rather than restoring. He proceeded to convert the 56J to look like a 1957 Golden Hawk complete with hood overlay, fins, and taillights. He swapped out the engine, but I don't think he put in a Studebaker V8.

I never understood why someone would want to convert a 56J into a 57 GH when it would be so much easier to start with a 1957-58 GH in the first place, especially if the owner was going to put in a different engine. But that is what Richard did. After completing the car, I was told he

sold it to a museum in FL, and I never heard about the car again. It was Serial # 6800454.

Brent Hagen was aware of Richard and that 56J, and bought most of the parts Richard did not want.

The March issue of the *Studebaker Drivers Club's* magazine, *Turning Wheels* contained the 7th annual vendors list showing all the vendors dealing with Studebaker items. The list is compiled and maintained by Milt Yoder.

One item that caught my eye was for James Bell, who operates *Bell's Studebaker Diner and Museum* in Billingham WA, [www.studebaker-museum.com](http://www.studebaker-museum.com). A listing on the web site of the cars in the collection contained a photo of what looked like a 1957 GH, with the caption, "modified 1956 Golden Hawk".

I recognized it as probably a 56J because the parking lights were mounted further back on the front fenders, as opposed to the mounting location on the 1957-58 Hawks. It also did not have the three chrome spear that ran from front to back on the side grills, that were present on 1957 Golden Hawks.

I wrote to Jim and asked for the Serial #, to see if his was the same car that Richard had modified two decades ago, and 3300 miles distant. James was in AZ at that time but we did get together later. Here is James' account:

\* \* \* \* \*

*We bought the car around 2010 in Tacoma WA. from Herald LeMay collection who did have a private museum and now public, so possibly just mixup on location info. I can't imagine others with a 56 Golden Hawk making the transition.*

*When I got it, I was impressed with the rust free body, with nos doors and other sheet metal used, but looked like it was never quite finished.*

*It didn't have the supercharger items and only a open sided draft carb pointing back against oil filter. The door panels were not attached with 1957 doors missing arm rests angle metal.*



**James & Stephanie with the modified 56J. Photo from Bell's web site**

*Since it was already so modified, I decided to make it into a fun reliable driver and got it running with correct 1957 carb, blower items, electronic ignition, electric fuel pump with inertia switch, flanged Moser axles, seat belts, dual master cylinder, carpet, later steering wheel and other items.*

*Someone must have had access to all the NOS 57 hood, fenders, doors, trunk and 57 #'s engine. If someone had a 57 that got totaled and maybe had sheet metal available, but not sure why they wouldn't start with a 57/58 Hawk. Do you remember if Richard ever drove his? Was it blue? **NOTE: I don't know if Richard drove the car, or what color the car was when Richard had it, but it was Mocha/Doeskin when it left the factory - FA.***

*We sold our rental property with 2 houses and a huge pole barn full of Studebakers and parts. The sale closes in a few days and we have 30 days to clear out a section with 6 cars and parts, then remainder of year to remove a dozen more cars and a couple dozen truck loads of parts.*

*I found some Packard dual quad intake manifolds in the parts, so I may find some other Packard related. Traded Brent 2 manifolds for some supercharger rebuild tools, then found 2 more later. Unsure of their value (they are in excellent condition), but hope to find someone who can use them and any other parts and cars.*

*We are home now and found the serial #. It's 6800192  
Regards James*

\* \* \* \* \*

Well, it turns out there are at least two 56Js that were modified to look like 1957 Golden Hawks. Still a mystery as to why. I checked my files and found that Brent Hagen reported sighting 6800192, in 2008, and it was on Ebay in 2009. That corresponds with the time frame of James' purchase.

We didn't find the location of Richard Mazurek's converted 56J, but located 6800192 which had been on our radar. Now it's on our Register, thanks to James, Brent, Milt, and that vendors list in the March *Turning Wheels*.

## **My High School 56J, in 1968-1970**

*By Joe Hall*

This is the only known pic of my first car, a 56J in high school, 1968-1970. Back then, it was popular to remove the hubcaps and paint the wheels black. I also installed extra long rear spring shackles, which were popular back then. Ditto for the corkscrew style spacers in the front coil springs.

I do not see a passenger side windshield wiper; just a guess but, if I only had one wiper I put it on the driver side. It had a floor shift 3spd/OD, but was originally an Ultramatic, and a PO cut the column shift lever off to a 2-3" nub, then stuck the plastic shift knob back onto that

nub. It had PACKARD script valve covers, so was likely a 55 or 56 Packard replacement engine, 352 or 374. It also had power steering. I recall the rear seat arm rest was stuck in the up position, and back then I did not know about the hidden release lever, to lower it. So if 3-4 passengers were in the back seat (not uncommon), someone had to sit on top of that raised armrest. LOL. The rear seat was also a no-go for "making out", but the front bench seat worked well, though I recall a young lady's hair once getting tangled hopelessly in the door window crank knob.



I recall the headlights sometimes went off at night, and the first time was a hair raising experience. They'd usually come back on in a few seconds, and I eventually discovered they only went off when hi-beams were on, so kept them mostly on dim. Back then the car was only 12-16 years old, so Studebaker's infamous headlight blackout problem, many of us have experienced, has been around a loong time.

Lotsa memories of that old 56J, and I consider myself VERY fortunate to have had it as my first car. It began a 56J love affair that remains today, and my blue & white 56J is within sight as I type this.

I remember the day the love affair began, like yesterday. I was nearing 16, so dad and I had been looking at local cars for sale. I'd seen at least a dozen and nothing tickled my fancy. Then one day we stopped at a used car lot where the black 56J sat in the second row. Walking up, still 50-100 feet away, I instantly knew it was the "my car". I knew nothing about Studes, and certainly nothing about Golden Hawks, but it was love at first sight.

Then, looking through the windows at the interior and dash, I was beside myself with excitement. My dad knew the owner very well, dad lent me the sales price of \$250, and the rest is history. Hard to know, but I probably drove that car at least 10,000 in high school, and have since driven half dozen other 56Js, collectively, over 250,000 miles. Have owned at least a dozen of them, including parts cars; restored a few, and sold a few restorable ones to others. Have rebuilt eight 352s, including a re-rebuild of one, after 100,000 miles on the first rebuild. Also rebuilt an Ultramatic transmission successfully, which is saying



something, LOL. Yep, 56Js have always been a big part of my life, but it began with the black one above.

## Finding Jaime Frank Ambrogio

More often now, than it was some time ago, we lose track of registered owners. This happens for several reasons. Some owners lose interest. Others move and don't let me know. Many don't respond to my messages which I send to owners who haven't been heard from in 4 years. Email addresses are no longer valid, and of course, the owner is too ill or has passed away.

Jaime Cardillo was one whose email address became invalid in 2023, and I had to drop him from the mailing list. I don't make phone calls, but do send a printed newsletter one time with a note that the email address was no good. Because I send many newsletters by Email, mailing addresses, and phone numbers, for those recipients are not always correct on my records.

While corresponding with Brent Hagen, I was able to make contact with Jaime, by sending an Email to his cell phone, using the # I got from Brent. Here is Jaime's reply:

*"Hi Frank. I am the owner of the 56J. I've owned it for 14 and a half years. Brent has been a lifesaver in the refreshing of the vehicle. It is the vehicle that you have listed as Romany Red. It drives like a dream. Thank you for reaching out to me. And here it is: Regards, Jaime"*



Some times things work out. I have Jaime's new email address and he is back on the registered owners list. We lost quite a few owners who haven't been heard from in four or more years. I don't like dropping them, but I just have no choice, especially for those who receive a printed newsletter.

## The Resurrection Of 6030610 (Part 10) From Ed Capozzi



January 17, 2022

**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.**

**02-07-25** - Hi Frank... Things really slow down in the COLD weather we've had up here. Not much snow though!



Here's a pic of the GH wheel opening mouldings I managed to straighten & polish ... Not too bad a job for an amateur!!

I hope you're having a warmer winter than I Brrrrr! At the moment my GH is in a deep freeze. However it's clean & dry, and I'm trying to take care of items on the car which will be needed 'down the road'. As far as the interior goes I only have windlace & the carpeting left to purchase. Should be able to accomplish a lot starting in spring. Take care of yourself.- Ed

**04-22-25** - Hi Frank. The weather is getting nice, so I'm back to work on 6030610!

Here's one that got by me. There's quite a difference between the Stude engine and the Packard engine rear crossmember. (that runs under the clutch housing!). The Packard crossmember is the unpainted one. I placed it on a spare cut off frame, which I have, to show the difference between it and the regular Stude 6 & V8 crossmember.



I installed a real nice '54 frame under my 56J, and the Packard engine/trans seemed to fit without any clearance issues. (never changed out the Stude crossmember for the Packard, as I ASSUMED they were the same (the Packard one is thinner, and

has a large factory clearance 'divot' in the middle)

Although these crossmembers are a 'bolt in', I think it would be a tough job to swap them with the engine/ trans

in place. I wondered if this unique crossmember was required in 56J's with the bigger Ultramatic trans?

No problem!.I was under the car and there didn't appear to be ANY clearance issues with the standard transmission. I will leave the Stude V8 crossmember alone. The 56J Only crossmember was probably needed for the Twin Ultramatic models.



**04-28-2025** - I finally finished the 56J roof.  
I treated it with muriatic acid and then three coats of bulletproof two part primer!



**05-01-2025-** I had SO much fun stripping that hood  
I've decided on a white/black paint combo



**05-14-25** Got the black paint on today



## Mail Bonding

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

### Ron Johnson January 29, 2025

Ron Johnson in N.IL still alive and kicking and wheeling the 56 regularly when the sun shines----bought 72---\$500, hot-wired and driven home (T85 sans PS and PB)--\_econo resto and then full body-on resto in 2010 or so--still ceramic green/white/green.

The mighty Skypower 352 is still slugging it out effortlessly. A year ago last month a 57H-K7 became available--black/gold fins and of course a blown Sweepstakes 289--3 speed /OD no PS/PB. Why?? I guess because I could--sharp car and runs well but does not have the bottom-end-grunt of the big Pack.

The other life of vintage motorcycles, vintage open cockpit aeroplanes, and flathead open wheel race cars continues. I can see the enemy in the mirror every day.

Hope this finds you well.

### Krister Eriksson January 30, 2025.

You wonder if I still got my Studebaker Golden Hawk. 1956, and the answer is yes. The car is running and we use it in the summer to go to some different events. The car is not in any mint condition but it works well.

Sometimes it blows a fuse because the wiring system is old and fragile. But the Hawk is not so young anymore, same with the owner. 2 years ago, I changed the front brakes to disc brakes instead of the drums so now it stops as a car should stop. nice and easy.

My e-mail is the same as before  
Krister Eriksson \* Sweden.



## Ed Capozzi January 30, 2025

Hi Frank - I just read 56J Newsletter #110. Concerning Bo Peterssen's clutch release bearing noise I had a similar noise in 6030610 years ago, and it turned out to be the tiny spring, that attaches between the release bearing collar and the transmission front bearing retainer, had broken.

The spring pulls the release bearing back away from the pressure plate fingers. If it breaks, the bearing will sometimes 'ride' on those release fingers and intermittently squeal.

If the transmission in Bo's car was ever removed without the clutch housing attached, that spring would have broken, and no one may have noticed... Packard part # 6302404.

It may help him... Frankly, it's not a good setup... that return spring is super fragile... and if a mechanic isn't familiar with Packard, he would slide the trans back from clutch housing to do a clutch job, and destroy the spring without knowing it. (don't ask me how I know!!) - **Ed**  
\* \* \* \* \*

**02-01-25** - Hi Ed & Frank!! Thank you for your input on my noise problem. As the GH is in for winter storage presently, I will see to it in the spring.

I see two numbers for that bearing, Ed mention Packard part # 6302404 and Frank mention that Max Merritt lists part # 465306!!? Is it the same part with both a Packard # and a Studebaker#?

Ed, can you recall if it stayed to be "noisy" or did it breakdown? Thanks for your cooperation! - **BR /Bo**  
\* \* \* \* \*

Bo... The part # that Frank gave you is correct for the Packard clutch release bearing itself. The part # which I mentioned is for the small return spring that attaches between the clutch release bearing and the bearing retainer on the front of the transmission....

If a clutch replacement is done on a 56J, the transmission and clutch housing have to be removed (and installed) as an assembly. If the transmission is removed without the clutch housing, that small spring will definitely break. and there is NO WAY to access it later.

The symptoms of a broken clutch return spring is an occasional high pitched 'squeal' which will occur while driving, with your foot either on or off the clutch pedal.

Also, the release bearing return spring for a Studebaker V8 equipped Hawk is COMPLETELY DIFFERENT than the Packard V8 (56J) return spring setup.

I'd like to add that this small spring I'm speaking of is quite generic. and can be usually found at a typical hardware store... does not HAVE to be the exact Packard spring. ( just might need some cutting back if too long... easy to adjust with trans & clutch housing out of car. - **Ed**  
\* \* \* \* \*

**02-03-25** - Frank & Ed!! \* Thanks to both of you for the additional information. I will inform you how it turns out when I take the 56J home from storage. - **Bo**

My son is a good mechanic and last year he changed the clutch discs on his Commander 1955 and then he removed the transmission and the clutch housing as one unit! Keep on Studebakering,  
**BR....//Bosse (that is "short" for Bo!!)**  
\* \* \* \* \*

Hope that info helps Bo... Of course, the noise could ultimately be coming from the release bearing itself...Hopefully not!! - **Ed**  
\* \* \* \* \*

## Bob Senn April 20, 2025

I hope this finds you and your wife well. As the weather becomes warmer I'm anxious to work on/ drive my 56J. However to date yard work left over from fall takes precedence. My 56J may have a bent axle ( unbeknown when I purchased it ).

I have to check it relative to the specs in the service bulletin which I was able to retrieve thanks to you. So thank you for making it possible to reference this information. Your friend, Bob.

## Tim Copeland May 21, 2025

The car I just registered was my dad's car years ago, He sold it somewhere around the early to mid eighties, to the Bowdens, I tracked it down and brought it back home after about 40 years. It still runs great.

Thank you for the copy of the production order, I wondered how the car came new, With the exception of the roll up antenna & hub caps it's all there, now I know,

Thank you so much.

## 56J Parts Catalog *Is Back In Print*

New copies of the 1956 Studebaker Golden Hawk Chassis & Body Parts catalog have been printed, and are available for the first time since mid 2020.

Printing and postage had risen to the point where it could no longer be offered for less than \$70.00, more than I was willing to pay.

But I found an online printing service which offered reasonable pricing, so I printed a new batch of catalogs.



\$35.00

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. Therefore, 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 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 until 1965. The Packard engine was paired with either a Packard Ultramatic automatic transmission, or a manual Borg-Warner 3-speed OD.

Logo by Bill Glass

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](mailto: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.*

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

## Want Ads

### New Since The Last Issue

**For Sale** 1856 Golden Hawk, Contact Abram Witmer 717-859-1078 (No Email address) (02-2025)

## Here We Grow Again

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

## Gains

015 John Garis	Ser # 6032808
N Liberty IN	Dropped in 2013, welcome back
738 Don Shelton	Ser # 6033103
Burlington VA	Prev Owner Oscar Williams Jr
739 James Bell	Ser # 6800192
Billingham WA	Prev Owner Herald LeMay Museum
740 Tim Copeland	Ser # 6032137*
Franklin VA	Prev Owner Phil Bowden

### (If Present):

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

## Losses

023 James McKee \* Not heard from since 2020  
026 Marcia Dietzler \* Not heard from since 2019  
105 Ronald Wenger \* Not heard from since 2021  
142 Robert Potter \* Not heard from since 2021  
144 David Walker \* Not heard from since 2021  
150 Abram Witmer \* Didn't want newsletter anymore  
185 Franklin Studebaker \* Not heard from since 2021  
358 Ken Korb \* Not heard from since 2020  
429 William Starcher \* Not heard from since 2021  
433 Bob Erickson \* Sold car in 2024?  
434 George Conrad \* Not heard from since 2020  
533 Charles Smith \* Not heard from since 2021  
561 John Caskey \* Not heard from since 2020  
565 Del Laidig Not heard from since 2020  
568 Jim Stengl \* Not heard from since 2020  
603 Bob Juba Not heard from since 2020  
624 Larry Gidlum \* Not heard from since 2020  
625 George Kalmeyer \* Sold car in 2025  
649 Jim Locke \* Not heard from since 2020  
654 Erik Sjostrom \* Not heard from since 2020  
663 Bill Pohl \* Not heard from since 2020  
675 Matt Opack \* Not heard from since 2021  
696 Nona Long \* Not heard from since 2020  
703 Stephen Ragland \* Not heard from since 2020  
704 William Fields \* Not heard from since 2020

## The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

186	Registered Owners
256	Cars Registered (includes parts cars)
413	*Cars Reported But Not Registered by Owner
649	<b>Total Cars Registered plus Reported</b>
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.**

✓**56JONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on *56JONLY Message Forum* on our home page, [www.1956GoldenHawk.com](http://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.**

**You Can Always Find  
Studebaker Parts**

**Over 150  
Studebaker Parts Vendors**

[www.studebakervendors.com](http://www.studebakervendors.com)



## In this Issue

- **G** concludes h
- **The 56J Web Site** has quite a bit of information. If you have a question, the answer just might be on there.
- **Frank Hunter** reports that he is going to get his 1956 Golden Hawk finished, after 45 years.
- **Chris Mizzi** finished the car he had bought for parts, but restored and showed it instead.
- **James Bell** owns a modified 56J made to look like a 1957 GH, like one previously registered with us.
- **Joe Hall** reminisces about his first 1956 Golden Hawk which he had in high school.
- **Jaime Cardillo** - every now and then we reconnect with a 1956 Golden Hawk owner who we lost contact with.
- **Ed Capozzi** continues the restoration of Serial # 6030610 and provides a few more updates.
- **Bo Pettersson** gets help on a question about his car's transmission..
- **Doug Button** can make a 56J display poster with our logo in your car's color.
- **1956 Golden Hawk Chassis and Body Parts Catalog** \* a limited supply is available again
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- **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](http://www.1956GoldenHawk.com).
- Visit [www.StudebakerVendors.com](http://www.StudebakerVendors.com) for vendors who offer Studebaker parts, information, help.



**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

