



# 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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### MILESTONE 1956 GOLDEN HAWKS SOUTH BEND

SERIAL	REMARKS
6030001	First golden hawk.
6030003	First golden hawk produced for export.
6030039	First car with overdrive.
6030049	First car with the speedster wire wheel ac-2425 wheelcovers.
6030289	First car with the new tri level paint scheme, body 470. The first body number with this paint scheme was 469 and was put on serial 6030296.
6030350	Next to last car with the original two tone paint scheme, body 421.
6030726	Car scrapped and not included in the production total.
6031218	Car used by Tom McCahill when he wrote his report for the April 1956 Mechanix Illustrated.
6031367	Car scrapped and not included in the production total.
6031693	First car with the new style power steering gear and pump (a few cars after this serial number were built with the early style type pump).
6031808	First car with the new starter cable junction block on the firewall.
6031988	First car with the spoke type AC-2799 wheelcovers.
6032074	Car with the last body number 468, with the original paint scheme.
6032306	Last car with the old spark plug cable support bracket.
6032307	Last car with the new spark plug cable support bracket.
6032691	Last car with the old style safety latch and hood lock.
6032692	First car with the new style safety latch and hood lock.
6032938	Last car with the speedster wire wheel AC-2425 wheelcovers. Also the only car with factory installed Air Conditioning.
6033043	Last car with the original two tone paint scheme, body 103. However, the production order shows single paint scheme, 5611 midnight black. It's the right body #, but not a two tone. So is it, or isn't it?
6033140	First car with the new fan blade assembly containing 8 rivets instead of 4.
6033457	Last car produced for export.
6033469	Last car with overdrive
6033471	Last car with the spoke type AC-2799 wheelcovers.
6033472	Last 1956 Golden Hawk.

### LOS ANGELES (VERNON)

SERIAL	REMARKS
6800001	First Los Angeles Golden Hawk
6800014	First Car with Overdrive.
6800185	First Car with the Speedster Wire Wheel Ac-2425 Wheelcovers.
6800242	Last Car with the Original Two Tone Paint Scheme (Body 408).
6800188	First Car with the New Tri Level Paint Scheme (Body 599).
6800250	First Car with the New Style Safety Latch and Hood Lock.
6800419	Last Car with the Speedster Wire Wheel AC-2425 Wheelcovers.
6800433	First Car with the Spoke Type AC-2799 Wheelcovers.
6800595	Last Car with Overdrive.
6800598	Last Car with the Spoke Type AC-2799 Wheelcovers.
6800601	Last Los Angeles Golden Hawk



## Tech talk – LED lights

by Dwight FitzSimons

56J Owner & Editor of The Studebaker Menu,  
Bi-Monthly Newsletter of the Greater Virginia  
Chapter of the Studebaker Drivers Club

The lights on a Studebaker are not up to the level



expected by other drivers on the road today, and that is a safety issue. Especially important are the brake, turn signal, and back-up lights. Drawing upon the experiences of others on the SDC Forum I ordered a pair of red 1157 LED bulbs for the single-bulb tail lamps on my recently acquired '63 Avanti project car. They cost about \$16/pair postpaid on ebay and are shipped from a US source (ebay item number: 167472285599 ):

There are probably other LED bulbs that are just as good (or perhaps better or cheaper), but these seem to fill the bill. They plug right in, replacing the original 1034 or 1157 incandescent bulbs, are claimed to be 300% brighter, and draw less current. LED bulbs also have a longer life span. Importantly, no other changes are needed when only the tail-lamp bulbs are replaced. Leaving the incandescent parking-lamp bulbs (1034 or 1157) in place provides sufficient electrical resistance in the circuit for the original flasher to flash at a normal rate. If one wanted to replace both parking-lamp and tail-lamp bulbs a load resistor in-line with the circuit would be required, along with an electronic flasher. I'm not taking that extra step at this time; the parking lamps on an Avanti are fairly bright.

In addition to being much brighter the LEDs turn on and off much more abruptly and that makes them more noticeable to other drivers, both in braking and turn-signal modes. Be sure that you buy red LEDs, not clear ones. Clear LED bulbs will produce a pinkish light through the red taillight lenses. Similarly, for amber front parking lights, buy amber LEDs.

If one were to take the tail/backup lamp upgrade a bit further he might paint the interior of the lamp white (which reflects more light than aluminum color).



This Aside LED bulb replaces an 1156 incandescent bulb, as is used in Studebaker backup lamps (eBay item number: 322334607979 \*\*OR\*\* 388310195023).



One might also shop Amazon or superbrightleds.com for LED bulbs. BTW, our modern cars (if not already equipped) can also benefit from LED light bulbs. LED headlights have also apparently “come of age,” and might be a good replacement for the dim headlights on our Studebakers

## 1956 Studebaker Paint Combinations

*Submitted By Bill Ladroga*

**NOTE: The full article is too large to fit into this newsletter, The entire article with all the photos, can be vies at:**  
<https://1956goldenhawk.com/56J%20Color%20Combinations.pdf>

The Studebaker Corporation 1956 paint color palette was quite varied and interesting. There were new colors added and discontinued later in the model run. Many of the two-tone combinations were in keeping with the time - when many American automobile manufacturers were offering similar bright colors, including the sister Packard Division that offered even more colors and combinations. We might consider some of them outlandish today but they are certainly exciting when compared to today's limited number of colors and virtually no two-tones in the entire automobile industry.

I had my Mocha and Snowcap White 56J-K7 Golden Hawk repainted the Mocha and Doeskin combination during its restoration but there were other interesting paint combinations that I considered. So I've made an attempt to obtain actual photographs of other 1956 Golden Hawks in two-tones and solid colors of cars that are currently extant.

Assistance was sought from Frank Ambrogio of the 1956 Golden Hawk Owners Register and 56J members of the site, the 56J Only Group on Yahoo, the Studebaker Drivers Club Forum, Bing web searches, and personal e-mails to those who are known to have Golden Hawks in some of the color combinations. My gratitude goes to those from all over the world who gave me photographs of their cars. This may appear to be a duplication of the fine work that Frank Ambrogio has done on the 1956 Golden Hawk Owners Register but the purpose is different. I wanted to obtain as many pictures of existing 56Js as possible. Where I couldn't, I substituted other 1956 models with the correct paint schemes.

The 1956 Golden Hawk Owners Register shows a factory list of the colors and combinations that were available for the 56J, along with the respective paint codes and interior colors. In addition, paint chips and combinations of colors are shown on the site. I don't repeat them here.

Appendix I shows a list of the actual color combinations that were produced by Studebaker according the work of Frank Ambrogio with the factory production orders. There were (39) solid color and two-tone options painted in three color schemes. The list shows the rank in number of cars painted, the total cars painted that color, how many were painted in South Bend, and how many were painted in Los Angeles. Type II and III combinations are not considered from each plant.

According to Frank Ambrogio's yeoman work in the 1956 Golden Hawk Owners Register web site, the three color schemes from Studebaker were painted as follows:

**Type I - Solid colors** (entire body painted one solid color)

### Type II - Two Tones:

First series paint schemes (two-level, through 21 December 1955 through South Bend S/N 6030274): First color mentioned is on the bottom half of the car, painted over the narrower steel rear fender moldings and the top of the trunk; second color is on roof, hood, and probably the trunk end (I've seen some with and some without.)



**(Correct narrower steel trim painted over)**



**(Incorrect unpainted wider stainless steel trim)**

### Type III - Two Tones:

Second series paint schemes (tri-level):

The third scheme was used for the remainder of the model run from S/N 6030275 on. The "body" color was painted on the roof, the lower portion of the body, below the wider stainless steel side trim for the rear fenders, the trunk end and the firewall under the hood. The "accent" color was painted on the hood, trunk, inside front fenders, front air scoops, rear bumper gravel deflectors P/N 536828 and 1312825, and the rear fender fins area above the side body trim. Shown is my Mocha and Doeskin 56J, S/N 6031654, body number 2069, assembled 30 January 1956. Another good photo is shown of the Mocha and Snowcap White car on page 6 of the file posted on the 56J web site (See the Note at the beginning or the end of this article)..





The body numbers were not assigned in order but according to the assembly line progression of all models.

South Bend		Los Angeles	
Serial No.	Body No.	Serial No.	Body No.
6030274	468 Last of old style	6800238	406
6030289	470	6800239	407
6030291	467	6800240	403
6030296	469 First of new style	6800242	408

What follows are photographs of as many 56Js as I was able to find. Many Type II two-tone paint scheme photos are not available since only about 10% of the entire production run of 56Js was painted this way. But some owners have repainted their Type III cars according to the Type II scheme.

Where photos of Type II two-tone combinations in the 56J could not be located but were available in photos of other 1956 models, I used them -- especially 56H-K7 Sky Hawks. The Sky Hawk color scheme is close to a Golden Hawk Type II and gives you an idea of what they might have looked like. Where no photos of actual cars were available at all, I substituted paint chips.

According to the Studebaker sales pamphlet PD1003 dated April 1956 describing paint combinations, there were 10 solid colors and 23 two-tones available. The pamphlet stated that solid Sunglow Gold (P5610) was available only on the 56J-K7 Golden Hawk and 56H-K7 Sky Hawk models. Solid Romany Red (P5619) was available on all four Hawk models, but Mocha and Doeskin (P5637) and Mocha and Snowcap White (P5638) were available only on 56J-K7 Golden Hawks and 56H-Y6 President Classics.

It also stated that Ceramic Green and Snowcap White (P5641) was available only on Golden Hawks but I have seen a President Classic painted in this combination and one is painted this way on a factory advertising banner.

In April of 1956 another pamphlet announced six more two-tone combinations, eliminated Tangerine and Snowcap White (P5642), and said that all two-tones except P5637, P5638 and P5641 were available on all Champions and Commanders. No cars were produced

with the Type II paint scheme for the later introduction colors (P5665 - P5669)

Some photos are the best available from my research and may or may not reflect the actual color(s) of the 56J as originally produced.

I was not interested in the accuracy or originality of the actual colors. Some owners said that their cars have been painted for a very long time (some are factory original!) and there may be some fading.

If anyone has photographs of the combinations that are missing (either existing cars or photos from personal files) and would like to add to this document, I would welcome their submission.

**NOTE: See the story and photos Bill mentioned at:**  
<https://1956goldenhawk.com/56J%20Color%20Combinations.pdf>

## Progress Reports

*Stories By Owners Who Are Getting It Done*

**09-11-25 - Martin Fleming** - Finishing up bodywork this week. 3 coats of sanding primer this morning. Block sand it out tomorrow then 2 coats of color Saturday!

## The Resurrection Of 6030610 (Part 11)

*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 long 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.**



**05-30-25 Wet sanding the areas to be painted white, with 320 grit.**





**06-29-25 White paint applied**



**07-02-2025 How it looks today**

What is left? Complete assembly of interior (I have everything except carpets). Installing new whitewalls which I have, along with four painted wheels. Install all outside trim (stainless is buffed). Install rechromed rear bumper. Tail light assemblies and fix some wiring issues. Complete and thorough tune up And a dozen things I probably forgot!!

**07-08-25** - it's been hot as — up here, however I've managed to install all the exterior trim ... as well as doing some detailing under the hood... I think soon installing whitewalls will really make old 6030610 'POP'!



**06-29-25 I think I won**



One issue... the car sits 'tail high' because I installed 5 leaf Stude station wagon springs in it.... I'm going to purchase 2" lowering blocks, which will give the car a better 'stance'.



**04-03-2021 This is how it looked when I picked it up**



**OK.... the 'Gold Bird' at bottom center of grille has flown away for last time!!!**





**These are homemade 2" lowering blocks... I will install them in my '56J, as I'm using 1957 Stude station wagon leaf springs, which make the Hawk sit too high at the rear for my liking.**



**07-28-25** - I got the new windlace, side trim, and reconditioned headliner bows installed. 90' + today & HUMID!!

Dome light wire insulation gone... due to extreme roof heat over the years. will replace with new wire before headliner pieces go up.

Here's the original ad from the 'WANT ADVERTISER', a local 'for sale' type magazine which I purchased in the summer of '68.... After seeing this ad, I phoned the owner of 6030610.. and made an appointment to go see it...

1956 STUDEBAKER GOLDEN HAWK, std shift on floor w/overdrive. P/steering, hill holder, 411 rear end, all lea upholst, new paint job, Gd body & mech cond. \$695. Call before 3 PM. 1 No. Abington 878-6579



**Underside of roof scraped, wire brushed, and covered with a coat of SEM 'rust converter' white paint. If I can accomplish the new windlace install, and then the multi section headliner, the rest will be easy peasy!**



**08-15-25 - How about those whites!**



**I take it that these headliner pieces tend to get wider towards the front?**

if you enlarge my photo and look close at the corners of the front piece, you can just make out the L&R visor impressions ... since the photo was taken I've opened those holes up.



**08-22-25 - Getting Closer**



**08-28-25 - Headliner In Place**



**08-31-25 - Back Seat In**



**09-11-25 - Power Seat**

**09-02-25** - Frank... a word about the interior... Before purchasing this Hawk in 1968, a prior owner had changed out the original '56 interior door and rear 1/4 trim panels with later 1962 versions... God knows why! A major change, but I really do not mind that too much as I'm striving to recreate this car as it was when I owned it as a kid!

However.. if you ever hear of someone parting out a '56 Golden or Sky Hawk that still has a decent interior (not likely).. I'd be interested in hearing about it and possibly purchasing the trim panels... Take care, Ed



### **Mail Bonding**

*Letters from our readers (Edited as required)*

### **Ed Capozzi June 1-16 2025**

*Hi Frank ... sending you check tomorrow for the 56J Parts & Chassis Catalog.... Thanks much! - Ed*

Thanks Ed: - I wrote about the Catalog's introduction in 56J Only Issue 018, May 1994. Since then, I've sold 212 of them, each one for about \$2.00 over my cost. Of course, the 20 mile round trip to the post office ate into that profit. - Frank

*Thank you Frank. And your efforts have changed many folks perception of the 56J model Studebaker from curious oddity to very interesting collectible...A big accomplishment I think! The parts/chassis catalogue I got from you came in handy the other day. I ordered new water pump/power steering belts from a Stude vendor, and there was a bit of confusion about what was correct for the Packard engine.*

*I remember when I was a kid and had just purchased 6030610... I took it to a local Stude club meet, and two*

*older guys came over to my car and said something like. "We are only interested in Studebaker powered Studebaker's here!"*

*Those characters had no idea that the Packard engine was factory installed, and sort of hurt my feelings at the time.*

*Just an example of why your organizing and bringing forward accurate information concerning the 56J model is important to us owners!!*

When I first joined SDC in 1981, I used to hear a lot of negative remarks about the 56J and the Packard V8. I don't get that nearly as much anymore. Hopefully, Studebaker fans are starting to realize what a great car the 56J is. I do think our group has a lot to do with that, or maybe people are just more careful of what they say to me. Either way, we know what we have, and it is a pretty good thing. It's just too bad Studebaker-Packard couldn't have made that engine for several more years. - Frank

### **Ron Sieloff June 13, 2025**

Thanks for the response. The donation is for your efforts. To keep the news letter going. I thoroughly enjoy it. Maybe it's about man's foibles, or the "Human Dilemma"! Well regardless James mentioned about a pole barn full of Studebaker and parts. He traded 2 manifolds to Brent Hagen. But he found 2 more and hoped to find someone who can use them. I'll contact him. Yes I'm working on a 1955 Clipper 352. Engine only. There was a desire in those days to adapt a GM Hydromatic to the Block. Because of the problems with the Packard Trans. Well I have adapted a 1954 Olds trans to that engine. It's still on the engine stand. I was just toying with the duel quad concept. I'll try to send some pictures. RON

**Note: Ron did send 11 photos which I could not fit into the newsletter. If you would like to see them, let me know and I'll forward Ron's Email to you.**

Pictures of converting 1954 Olds bell housing and flywheel to 1955 Packard 352. I did this by making my own jigs. Using a mag drill and end mills. Of course it has to be right on as you know. Otherwise the flywheel gets chewed up. That starter is a 1954 Olds rebuilt by IMI Whittier CA. Jack Isom 562-907-9400. He manufactures Hi Torque starters. You know the little bitty things you can hold in your hand. But for rebuilding Ole time starters and generators, they are the best in the west! Well I won't bother with explaining each photo at this time. Sincerely RON

### **Verne Holoubek September 11, 2025**

Thank you for the carb information...I am still active at 81 but getting on the road is a challenge. My 38th built GH is in good condition, kept in heated storage but seldom driven. We should keep looking for lost cars and their owners. Hope to get to a Hawk competition, I think my car will be in driving condition for many years to come, just need a show close by. And thank you too for keeping us together.





### Wayne Hamilton - September 11, 2025

Frank - Thanks for the carb information. I have 16,000 miles on mine with no problems. - Wayne



### Tom Clarke - September 11, 2025

I know you don't monitor email closely, Frank, but will hereby thank you for sending the WCFB info. My 56J still has that carburetor on it. It was set up by a senior mechanic, no longer with us, as part of my cars restoration in the late 90's and I haven't had to touch it since. But if and when it fails, I'll likely replace it with the Edlebrock clone of the Carter AFB carburetor. I have several of the Edlebrock carburetor on other cars, like my '60 Lark, my '60 Thunderbird, and my '61 GT Hawk, and am very pleased with them, particularly their ease of adjustment. - Tom Clarke

### John Petru - September 11, 2025

Thanks for sending Frank. My '56 will be shown at the Concours Devou (new Concours d'Elegance in the Cincinnati area) on Sunday, September 21. I ALSO have nominated the '56 for the 2026 Amelia Island Concours d'Elegance. I will keep you posted on this. Thanks again for all you do for the 56J community. Regards, - John Petru - Cincinnati

### Gus Daub September 12, 2025

Always nice to hear from you. Thanks for this, I'll keep it for future reference. Stay well, always look forward to the newsletter.

My G-H purrs like a kitten but seems to run a little hot, gauge doesn't work correctly but when I check engine temp after a drive with a laser pointer temp gun the head and thermostat housing read above 190, almost 200. Driving me crazy as I am hesitant to take it any great distance.

### Gary Willoughby September 12, 2025

A few weeks ago I was having issues with the throttle linkage hanging up. Coming off an upshift or just cruise speed, sometimes the rpms would just stay up or even speed up. Such fun in traffic! last happened when exiting I-40 West of Nashville. I had to shut down the engine on the shoulder, hot and stuck at 3500!

I think the choke counterbalance on the right side of the carb was hung up. Finally got the linkage moving somewhat and babied it on home.

I greased and oiled everything up and have since had no more issues with it. Don't know if anyone else has had this problem, but it might be good to make a note in the next newsletter.

### Want Ads

#### Vrooms To Go - New Since The Last Issue

**For Sale** - 1956 Golden Hawk for sale rebuilt 352 Packard motor ,power steering ,power disc brakes. electronic ignition, A/C, nil rust ,paint and chrome excellent condition. Factory tinted glass ,matching light blue interior, rear boot aireal, turbo 400 gearbox, Comes with manual gearbox and spare parts ,have original build sheet .\$42,000 landed west coast USA .contact Steve cole Phone: 0417234793 Email: [studebaker56@optusnet.com.au](mailto:studebaker56@optusnet.com.au) Australia. (08-2025)



**For Sale** - I'm selling it because I'm 83 yrs old and don't drive it very much anymore. It's one of 9 Studebakers I have - selling others too.

This 56J is special. As you see, it started out as single 4 bbl automatic. The 352 auto S engine has been replaced by an H 3spd OD 352. The 3:09 rear has been replaced with a 3:73.

The engine has a period correct full Jet Streak kit installed for 330 hp. I honestly think this GH is faster than my '63 Avanti R2.

Everything is correct Studebaker. Paint is original colors and awesome. Interior all original. Randy Bohannon <[rb.v4@att.net](mailto:rb.v4@att.net)> (06-2025)



## Here We Grow Again

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

### Gains

741 Bryan Sandberg 6899189 & 6800275  
Enumclaw WA Prev Owner Jerry Johnson

742 Sam Cohen 6031504  
Oakland CA Prev Own Lou Secari, Dennis Wolfe

### (If Present):

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

### Losses

621 Ron Bomberger - Sold car in 2025

## 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
<b>* Includes cars previously registered but dropped afterwards, due to 4 year non*response by the owner.</b>	

## 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\*

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

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

- **We begin** with a list of special 1956 Golden Hawks
- **Dwight FitzSimons** provides an article about LED lights.
- **Bill Ladroga** delivers a comprehensive article on the Studebaker Paint Combinations for 1956. **Ed Capozzi** continues the restoration of Serial # 6030610 and provides a few more updates.
- **Martin Fleming** reports that he has finished the body work on his 56J and will paint it over the weekend..
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### • NOTES:

- **Renewal time** If we haven't corresponded in four years, you'll receive a renewal notice either by mail with this issue, or by email if I have your address. 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!
- **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 at [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com).
- Visit [www.StudebakerVendors.com](http://www.StudebakerVendors.com) for vendors who offer Studebaker parts, information, help.



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For the Type "J" Personality

