



# 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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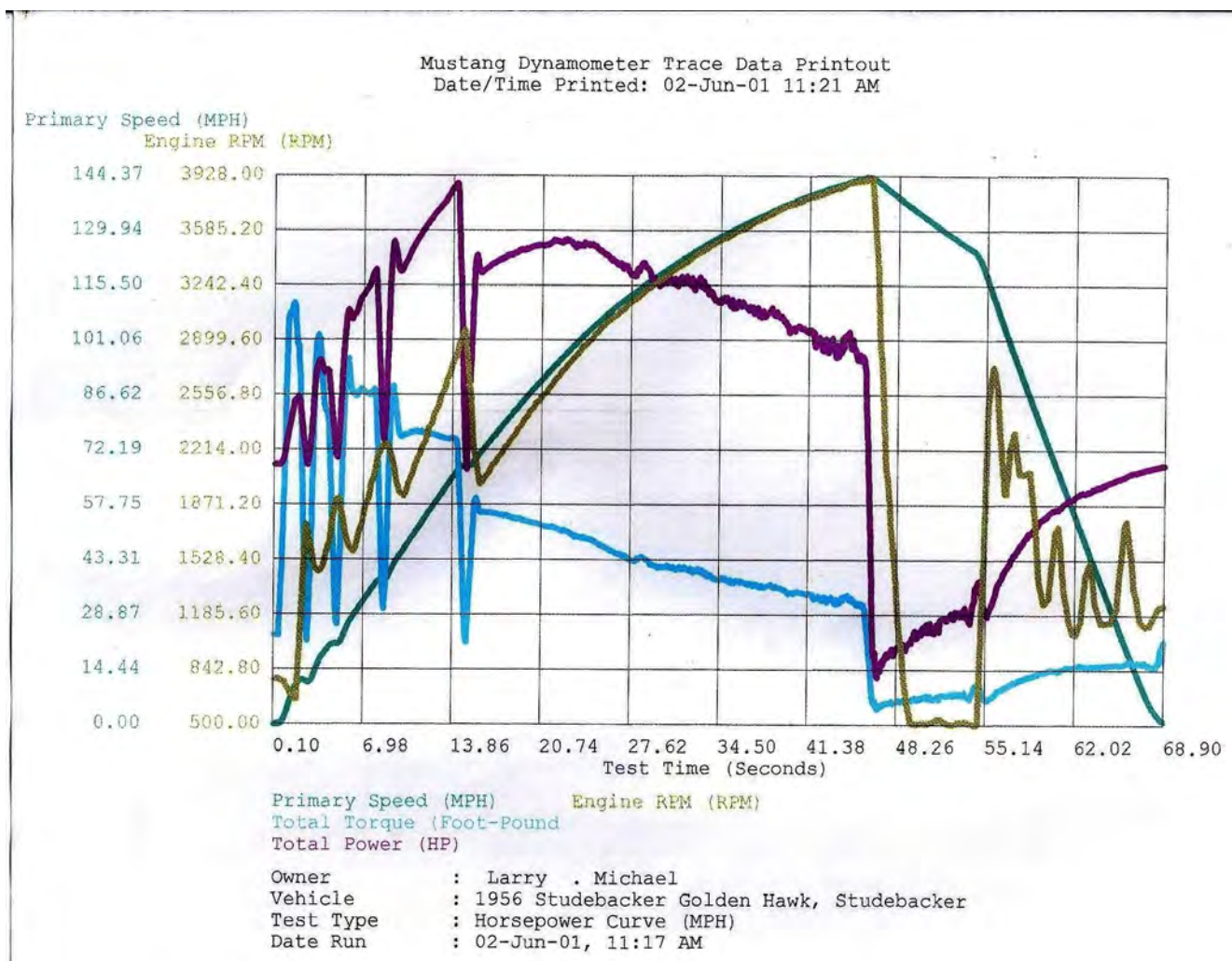
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## 56J Dyno Runs From Larry Michael

I don't know if you are interested in publishing this in the next newsletter, but I ran across a couple of printouts today from a dyno run I did on my '56 Golden Hawk back in 2001. I had just rebuilt the engine in 2000 and was curious how it would perform. You can see from the printouts that it did 0-60 in about 5 seconds, had a quarter mile run in 13.868 seconds and 91.423 MPH. Also of note is a top speed run of 144.37 MPH!



Attached are two printouts from a dynamometer run I did on my '56 Golden Hawk back in 2001. I just ran across them and thought I would share with the group.

As a bit of background, I have owned my '56 Golden Hawk for the past 49 years. I finally rebuilt the 352 in 2000 and outfitted it with the dual 4-bbl carb setup using Carter WCFBs. After a one year break-in period, I had the yearning to do a dyno run so I took it to our local college. They never had a Studebaker on the dyno before (note the spelling of "Studebaker" the tech typed in the dyno sheets). I told them I wanted to do several runs with one of them being a "top end" or "high speed" run. The tech asked me how fast I thought the top end might be and I told him I thought it had the potential of topping 140 mph and he looked at me in disbelief. He said that if I was sure, he would then dial in the scale on the dyno to include a top end in excess of 140 MPH. I later learned that the dyno was not supposed to be used for any run over 120 MPH, but I don't think the tech actually believed the old girl would actually exceed 120 MPH anyway.

As you can see from the charts, the top speed run came in at 144.37 MPH! My speedometer in the dash was right on the money and was floating between 143-145 MPH just before I shut it down (what a rush!). I hate to say it, but the 352 was spewing a bit of smoke out the tailpipes when I shut it down, but it did not damage the engine any. Also of note was a 0-60 run in about 5 seconds and a quarter mile time of 13.868 seconds and 91.423 MPH.

Hopefully the '56J group will find this of some interest as I don't recall seeing any dyno stats published before.

**Data Processing**  
From Larry Michael

Mustang Dynamometer			
Vehicle Test Results			
Date/Time Printed: 6/2/2001 10:53:52 AM			
Customer	: Michael, Larry	Miles	: 0.0
License	: Studebaker	Weight	: 3360.0
VIN	:	HP @ 50 MPH	: 13.50
Yr/Mk/Mdl	: 1956 Studebaker Golden Hawk	Cyl/Disp.	: 8/352
Comments	:		
Quarter Mile Sprint Test Results			
Test Run	: 6/2/2001 10:52:48 AM		
Distance	Time	Speed	
100 Yards	5.199	61.129	
200 Yards	8.154	76.209	
300 Yards	10.654	86.116	
400 Yards	12.973	89.978	
60 Feet	1.843	31.170	
1/4 Mile	13.868	91.423	
Comments	:		

I just got time to read the latest newsletter (Oct). I did not realize your background was in "data processing". I too was in data processing, MIS, IS, IT, etc., etc. over the years. I started in the late 1960's with the punched card equipment and then onto IBM 360's etc. Reading your article outlining the storage media history brought a smile to my face along with many memories. We too had huge databases that spanned 20-30 magnetic tape reels. Updates would sometimes run 8-10 hours! In the early days when I worked at a headquarters unit of the Air Force, when the computer would stop or fault, all operations at the data center would stop, a programmer would go to the console and "patch" code in binary to the failed op and we would restart where it failed!! Can't even imagine operating in that environment today.

I feel fortunate to have been in on the ground floor of computers and also to watch it progress over the years. I have stayed up with the technologies fairly well, but it becomes more of a challenge each year.

Sorry to bend your ear on this topic, but your article jogged a lot of memories for me this morning. On another note, I am glad to see that your 56J made it back to PA. Don't know if you remember or not, but I knew the original owner of that car and had purchased some items from him back in the 60's when he added some performance parts to his Hawk. Don't remember all that I bought, but I remember the distributor was one item after he put the dual-point upgraded in.

Hope all is well in Florida.....take care and thanks again for all the work you do for 56J owners.

**Flash Drive Again**

The story above from Larry was in response to the flash drive project article which appeared in the last issue. To refresh, it was to contain the Restorers Guide video plus all the Studebaker manuals, which are currently contained on two DVDs. Unfortunately, I found a virus in the software that provided access to the video, so I had to abort the effort and do more research.

I had sent a copy of the original drive to Dwain Grindinger. Most of you should know that Dwain is one of the technical advisors who contributes to The Co-operator column in *Turning Wheels*, the award winning magazine for the *Studebaker Drivers Club*. Dwain earlier reported that he found no virus on the flash drive I had sent. After reading the story in the last issue, he wrote again indicating everything was fine.

I decided to try again and downloaded the software and recreated the flash drive. This time I achieved success and can now offer the complete package on one 2 inch long media instead of two DVDs.



## Ads Subtracted

Want Ads will no longer appear in 56J Only

Very early in our existence in 1989, former owner Ron Grim of Conyers GA suggested that I include Want Ads in the newsletter. That seemed like a good idea so I started to include them for free, as they came in.

In 1999, I began working on our web site and added a Want Ads page. This worked out well since I could include color photos of various cars and parts. I could also include additional photos of cars for sale, that simply couldn't be included in the newsletter.

As the Internet has grown, most of the newsletters are now sent by email rather than mail. Of approximately 250 people on the recipient list, about 70 still receive it by mail. This has been a great time and money saver for me as the cost of producing the paper version has sky rocketed in recent years. The last issue cost \$0.14 per page. So the printing cost for the two pages of want ads came to \$19.60.

Through the years, the Want Ads pages have changed *very little*. Once in a while, a new ad for a car will either appear or an old ad will be deleted, but the remaining ads rarely change. I didn't mind this situation, but correspondence with several owners has revealed a pattern.

I'm finding more often that most people don't bother reading the ads anymore because there is rarely anything new. I don't want to charge people for ads as this would only make a lot more work for me. Since I don't charge dues, the result is that I've been paying for everyone's ad for the past 26 years. Spending nearly \$20.00 on those two pages is *no longer cost effective*.

This change only affects the recipients who have elected to receive the newsletter by mail rather than email. You folks can simply find the ads in the last issue, unless you've already used it to line the bottom of the bird cage! The rest of you can view the ads on the web site.

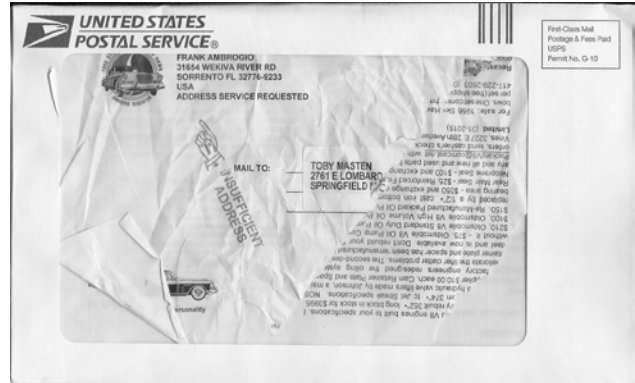
I realize that many of you don't have Internet access, but you can still receive the Want Ads. Send me a long Self Addressed Stamped envelope (SASE) and I will send a copy of the ads from the web site. I will also send the ads when someone new, who doesn't have Email access, registers a car. Instead of printing two pages of ads each time, I will try to list only those ads which came in since the previous issue was printed.

Of course, I will continue to print the **56J Club Items** ads section *which also rarely changes*, since that provides a little operating revenue. I've eliminated some of the CDs and combined them on one CD/DVD. I've also increased the price for the hard copy of both the Parts Catalog and Authenticity Guide due to the higher cost of printing.

## Electronic Version Of 56J Only

Email offers the best option

If you have the ability to receive the newsletter by Email, I hope you will consider accepting it that way in the future. It is in color and the photos are much clearer. It's simply a much better product and is no drain on our finances.



This photo is typical of what happens at least once with each mailing. The post office does a good job of distributing the newsletter, but many times the electronic sorting machine decides to take a bite out of an issue. The result is that, provided my return address is still readable, I get the remains. If I can determine who the recipient was supposed to be, I then invest another \$1.50 and send a replacement.



FRANK AMBRÓGIO  
31854 WEKIVA RIVER RD  
SORRENTO FL 32776-9233  
USA  
ADDRESS SERVICE REQUESTED



MAIL TO: WILLIAM H WEBB  
240 S W CHEROKEE DR  
N VERNON IN 47265



8618/84/15  
RETURN TO SENDER  
NOT DELIVERABLE AS ADDRESSED  
ENABLE TO FORWARD  
MCI 327769233 8685-86671-84-28

In this instance, the newsletter was returned with a note attached reading, "Not deliverable as addressed. Unable to forward". I've been sending the newsletter to this address since 2002. Suddenly it's no longer valid. Who knew, and what to do?

Shown on the next page, is what I receive when a person moves but doesn't inform me of the change of address. By placing the words, "Address Service Requested" below my return address, the post office will forward the newsletter and give me the new address. I usually get two or three of these each time I mail an issue, and I pay the postal carrier \$0.59 for each instance. As you can tell, Email is far less complicated.





If you can receive the newsletter by Email, but prefer the printed copy, you could always accept the email and print the attachment on your own printer. That way it won't get damaged in transit, and you could print it in color if you have the proper equipment.

Do you know which spark plugs do you use?

I hope you are well-Best regards from Munich - Walter

**If mail is your preference or only option**, that's the way you'll receive it. Just don't look for those two pages of Want Ads anymore!

**Jim Stengl      October 13, 2015**

Don't remember if I told you or not but we got the 56J in the shop a couple of months ago to see if she would run.

**Mail Bonding**

If you need help or can offer advice, share it with other owners. (Edited as required.)



**Walter Hultsch      September 22, 2015**

Hi Frank, a short note, my car is still in work. The engine had to be removed because of massive oil leaking. Now we find the crankshaft has to be done. This will come to a slight engine restoration. It had been done before sometimes, but not in a good manner.



It hadn't been started for 24 years. After a new set of points and some fresh gas she fired right up and was idling smoothly. I was sure it would need an engine rebuild but it runs really nice. Picture attached.

**Here We Grow Again**

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

639 Phillip Teagarden      SN 6031385  
Orchard Park NY      Prev owner Walter Kunz

640 Van Kasper      SN 6032500  
Sonoma CA      Prev owner Jim Pratt

641 Gonzolo Rizo-Patron      SN 6030857  
Conestoga PA      Prev owner Tracy Hosac

Also the water pump has to be replaced. Other parts of the engine are in good condition.

642 Henry Krewer SN 6032504  
 Wimauma FL Prev Owner Howard Hinshaw

\* = New SN (Not previously registered or reported)

**NOTICE:** *In lieu of dues, and to help keep my records correct, registration forms are mailed to owners who haven't been heard from for several years. If you receive one, complete and mail it at once or you will be dropped from the mailing list.*

### How Many Are Left?

#### 1956 Golden Hawks Registered/Reported/Scrapped

237	Registered Owners
298	Cars Registered By Owners
324	*Cars Reported But Not Registered by Owner
<b>622</b>	<b>Total Cars Registered plus Reported</b>
41	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

### Administrative "Assistance"

**NOTE:** Special notes and recurring items.

✓ **EMAIL CLUTTER:** I easily get 100s of messages a day, most of which are useless and interfere with the more important items. Please do not send forwarded mail to me. I just can't read it all. This includes anything not 56J related, especially jokes, E-cards, political and religious messages. Believe me, if you send it, I'll get it from 10 others also. Far too much aggravation for me!!!

✓ **56J ONLY Message Forum** Started by owner Scott Reid in July, 2002 for owners and fans to exchange information. Click on *56J ONLY Message Forum* on our home page. **NOTICE:** *If you want to contact me to include something in the newsletter, you must send it to me directly. You can do so through the 56SGHOR web site. NEVER write me at the Yahoo address. Scan the QR Code with your mobile device.*



✓ **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, let me know and send me your Email address. I will send you a notice when the latest version is posted on the web site. You can read it, download it, and/or print it at your leisure. If you are not able to view it on the web site, let me know and I'll send it as an attachment. Anyone with an Email address on file with me, will automatically receive the newsletter electronically. Let me know if you prefer to receive it by mail. The mangling, ripping, and stains are free.

### Want Ads

Due to the dramatic increase in printing costs, Want ads are no longer printed in the newsletter. Want Ads are posted on our web site at:

[www.1956GoldenHawk.com](http://www.1956GoldenHawk.com) (Click on Want Ads)

Also check out our sister site at:

[www.StudebakerVendors.com](http://www.StudebakerVendors.com) With links to over 150 vendors doing business on-line. If you don't know how to access the Internet send a long (SASE) or *ask one of your grand kids for help!*

### New Ads Since the last issue:

None.

### 56J Club Items

*All Proceeds Help Maintain the Register*

*Some Items are free to view or download on our web site or can also be ordered on-line*

**Complete Package Flash Drive.** 1956 GH Restorers Guide Video plus 1956 GH Parts Catalog, 1956 GH Authenticity Guide, 1956 Owners Manual, 1956 Accessories Catalog, Borg Warner Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual Supplement, 1958 Shop Manual Supplement, 56J Only Newsletter back issues, 1956 GH Production Orders.



\$25.00

### 1956 Studebaker Passenger Car Manuals on Disc.

1956 GH Parts Catalog, 1956 GH Authenticity Guide, 1956 Owners Manual, 1956 Accessories Catalog, Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, 56J Only Newsletter back issues, 1956 GH Production Orders. (Same as the Flash Drive but without the Restorers Guide Video.)



\$20.00

### 1956 Golden Hawk Restorers Guide on DVD

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



\$20.00

\$20.00

### 1956 Studebaker Golden Hawk Parts Catalog.

320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins (add \$25.00 foreign S/H).



\$60.00

### 1956 Studebaker Golden Hawk Authenticity Guide.

Documents most of the quirks with 30 color photos and all decals shown. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$16.00 foreign S/H)



\$30.00

### Decals-Tags-

- Oil Filler Cap**, blue/buff \$ 3.00
- Oil Bath**, yellow/black \$ 4.00
- Seat Belt**, red/black/white (need 2) ea. \$ 3.00
- Generator Field Terminal Tag**, red \$ 1.50
- Tachometer Sending Unit Tag**, red \$ 3.00

**Make Checks Payable to Frank Ambrogio.**

**Owners Roster** send Email or SASE (Registered owners only)



Scan the QR Code with your mobile device to go to our web site.

## ***In this Issue***

- **Larry Michael** shares the results of a dynamometer test he had done on his 1956 Golden Hawk in 2001. Larry also discusses his career in the early days of data processing.
- **Flash Drive** containing all the manuals and video is now available.
- **Want Ads** are discontinued in the newsletter but are all available on our web site.
- **Email** offers the best way to receive the newsletter, and Want Ads are available with a SASE (an S.A.S.E.).
- **Walter Hultsch** weighs in regarding some problems with his 1956 Golden Hawk purchase.
- **Jim Stengl** gives a short update on his 1956 Golden Hawk.
- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice with this issue. 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!
- **Mobile device users** can scan the QR-Code shown on the bottom of the **56J Only Club Items** section to go directly to our web site.



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

PLACE  
STAMP  
HERE

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



**For the Type "J" Personality**