



# 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 087

Established January 1, 1989

June 2017

### 56J Story From Tom Snyder

The following story is (almost) one of the strangest happenings of the last century (1900's). I had looked at and admired a few Studebakers in high school and college in the late 50s and early 1960s. Before I was born my father had owned a 1939 Champion that he drove for over 100,000 miles. A few friends had an Avanti, a Champion and a 1953 Coupe. The first Studebaker I actually bought in 1965 was a 1959 Silver Hawk for \$500 in Iowa City, Iowa. The 259 CID engine with OD got 28 MPG on 4 trips to Denver after we were married. The Silver Hawk served us well.

In January, 1970, A drunk driver hit the '59 at 3AM while it was parked outside the apartment we lived in. The trunk lid and tail light were all that was damaged but the other car was totaled. Within a week another drunk driver hit the "59 again early in the AM. This time the insurance company wanted to total the Hawk as it was "not worth it" in their words. Same tail light and a dent in the new trunk lid. I kept the car. Within a week a Catholic Priest asked to buy it for the amount I had paid -\$500. My only request was he had to help me find another Hawk. He immediately suggested to look behind the local Chrysler dealer in Dubuque, Iowa.



In a snowdrift behind the Chrysler dealer were two 1956 Golden hawks. All that was visible on one (#1) was the hood sticking up out of the snowdrift because someone had tried to "straighten out" the hood with a 2X4 after it had come loose. The other GH (#2) had a lot more wrong with it (except a perfect hood). The Chrysler dealer's son and friends had been driving car #1 around Dubuque when the hood had tried to fly away!

Here is the best part of the story. Car #1 had Wisconsin plates on it. The offer to buy it was complicated because (supposedly) the owner lived in Wisconsin, the car was residing in Iowa, but the title was in St. Paul, Minnesota. (Car titles in MN at that time were kept at the state capitol -St. Paul). \$80 (\$80!) and we will help exchange

hoods. All I had to do was get the title! What a deal! A telephone call to St. Paul revealed that the actual owner lived in Germany. His mother lived in Wisconsin and had put Wisconsin plates in her name on the car but the title was in Minnesota! The owner's mother was extremely happy to call St. Paul and get the title for me, as she knew that the car was being driven by some friends who did not own it. I managed to get the title signed by the owner's mother (as proxy) within a week. My name was written on the new Iowa title as the original owner!

About a week later the Chrysler dealer's son called and wanted the car back as they now had a buyer in Chicago who wanted to pay \$2000 for the car. With a little investigation I found they had been trying to sell this car many times with no title. I know the dealer's son was VERY unhappy with me holding the title! Over the years this '56 has had two new front fenders, a re-chromed rear bumper, been in the "Field of Dreams" movie, and in one Sesquicentennial parade in 1988 in Anamosa, Iowa. Now it gives my two granddaughters rides to car shows. See issue 77, page 3, for more info on this car.

### Body to Frame Supports By Tom Snyder

Reference : Studebaker CK coupes 1953~1964  
Body to Frame supports  
Page 1 - Required pieces  
Page 2- Assembly

Assembly is easier with rocker panels off and front and rear fender at least loose at bottom.

Use 1/4 inch bolts liberally to attach 66 inch piece to body, both from above and from the side.

The rubber piece fits into the hollow hinge pillar support with a little trimming with a hacksaw. The rusted metal should be trimmed away at the bottom to open up the bulkhead. Use of a carriage bolt allows it to be tightened without turning and expand the rubber for a very tight fit.

Assuming the wing nut from the frame is reasonably solid, it is sandwiched between the welded brace and a

5 inch piece of flat iron. Use of at least two bolts keeps the brace from twisting.

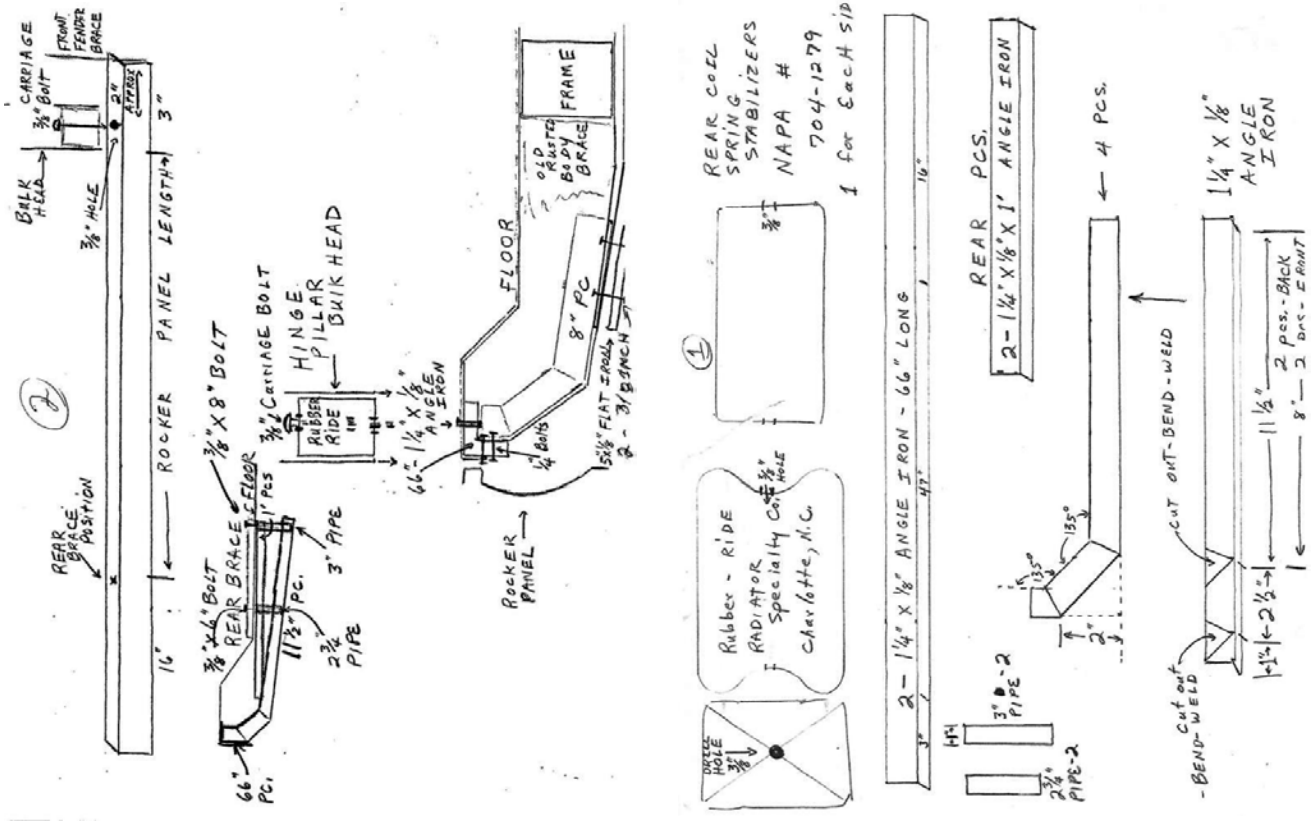
### Rear Brace

This brace fits best right behind what brace material is left in the original sub-floor box and directly under the brace inside the car when rear seat is removed. Use the old bolt holes but bolt through the brace inside. Remove the old tube the bolts go through and replace with the pipe. Use of round head bolts and heavy washers make

the bolts disappear under the seat edge.

Because the old sheet metal braces may have wrinkled and settled you may have to jack up the car body (using the 66 inch piece) before fitting the rear brace .

Finally be sure to spray everything with a can of undercoat.



This method has proved very durable, and does not look out of place. After 35 years my doors and windows line up and have stayed that way.

### And Finally:

A few thoughts for the next newsletter (now that I am reading newsletter 086 at the computer). K. V. Smith's comment on his headlights going off. On both my 1959 Silver Hawk and 1956 Golden Hawk this happened until I found the two culprits.

One was the dimmer switch, not the headlight switch. the second reason was the heater fan got so old and maybe shorted from the road salt and weather that it would draw so much current and trip the circuit breaker. After it cooled down everything would come back on. Interesting trip on our honeymoon. Intermittent headlights and no heat! With care the switches can be taken apart and usually just need a cleaning.

The second item was my mom's father had the first Desoto in Anamosa, Iowa with the free wheeling feature. The biggest thing was when it needed a push to start it one winter day and it took many miles of pushing before it was figured out it didn't work that way.

We have a 1972 Citroen with the same problem because it is totally all hydraulics. No direct connection between the transmission and motor, so it came with a hand crank!!

## A Brief History of Our 56 Golden Hawk, 1960-1962

By Curtis French

As many of you know, I have an overly large collection of older cars that is primarily Mopar, with two Studebakers, including the 56 Golden Hawk that most all of you have seen plus a 63 Daytona convertible that you may have forgotten about. My parents predominantly owned Mopars as their primary transportation from the time I can remember, with the only exception being the 56 Golden Hawk we owned from the spring of 1960 to November of 1962.

Before they bought the 56 Golden Hawk, my parents had only owned two Mopars - a 1952 DeSoto Firedome and a 1956 Dodge Coronet D500 - so it wasn't obvious at the time that Mopars would be our mainstay brand for the next three decades. (A contributing factor, of course, was that Studebaker ceased US production a mere one year after we traded our Golden Hawk for a new 62 Dodge convertible.)

The Golden Hawk was our only transportation for two and a half years. At my age at the time (in the spring of 1960, I was nine), two and a half years was a near eternity. All of which is to say that, for a significant period of my young life, we were exclusively a Studebaker family.

We had moved from Eaton, Ohio to Hastings, Florida in the summer of 1959. Our 56 Dodge D500 (315 hemi, 260 hp, Powerflite trans) was a pretty fast car for its day, but Dad had always been impressed by 56 Golden Hawks and their fantastic performance, so when one showed up on a used car lot in Daytona Beach in the spring of 1960, we traded the D500 for the Golden Hawk. The asking price for the Hawk was \$900, and the dealer gave us \$600 for the Dodge - so, \$300 cash and the Dodge, and the Golden Hawk was ours. (And yes, it was faster than the D500.) The Hawk was very similar to the one I own today. Same standard white/charcoal cloth and vinyl interior, same three-speed with overdrive transmission. The exterior color, however, was black over red over black. Whether that was the original color scheme, I don't know, as it had been repainted and had a 57 Golden Hawk hood. Knowing what I know today about Golden Hawk hoods flying up, I'm guessing the original hood had been replaced by a previous owner after it flew up. Anyway, it was a striking color scheme, enhanced by a set of Chrysler wire wheels. I loved it. Unfortunately, it didn't stay red and black for long. That summer, while we were in Ohio visiting family, I showed the Hawk's motor to my cousins. Next time Dad drove the car, the hood flew up. (Oops!) A local body shop replaced the hood with a new 5761 Hawk hood and repainted the car all black. Now, except for the later hood, it was pretty much a dead ringer for the 56 Golden Hawk I own today.

That same summer, we moved to the Pensacola area. We were there when the new Avantis were introduced, and I picked up an Avanti sales brochure during one of our dealer service visits (one of which involved replacing a broken rear axle). I still have that brochure.

On our various long trips, Mom and Dad would sit in the front, and my sister and I would sit in the back. When I look at the back seat of the Hawk I own today, I am amazed that not only could we sit back there in relative comfort on an 800 mile trip, but that we could even curl up and nap with our heads on the center armrest.

Our Hawk had 50,000 miles on it when we bought it, and we put another 50,000 miles on it in the next two and a half years. In November of 1962, we drove it once again to Ohio to visit family for Thanksgiving. By this time - and if you know anything about Packard V-8 engines and their oil pump issues, you won't be surprised - the lifters would clatter after the engine fully warmed up. Still ran OK, but it was a worrisome issue. Dad had taken it to one shop, and they had done a valve job. Since the problem (as we now know) was the oil pump, the valve job did not solve the problem. So on our way back from Ohio, we stopped at a Dodge dealer in Lexington, Kentucky, which just happened to have three 1962 Dodge Polara 500 convertibles a black one, a red one, and a blue one, all never-titled factory executive cars with around 3,000 miles on them. (A convertible was another item on Dad's bucket list.) The Hawk sat long enough to cool off while we were looking at the Dodges, so when the dealer took it on a test drive everything sounded fine. We struck a deal and drove the black convertible home. It is still in the family. Our poor Hawk? Well, odds are it was scrapped long ago. Mom has no record of the VIN of our old Hawk, but I've reviewed the 56J build orders (all 4,000+ are available online thanks to Frank Ambrogio) for all of the black-over-red-over-black 56 Golden Hawks with the standard white/charcoal cloth and vinyl interior and manual trans with overdrive (one sold new in Orlando), and none of them appear in the list of presently known 56 Golden Hawks. Too bad we didn't know then what we know now, as the engine was otherwise in very good shape - even with 100,000 miles on it and replacing the oil pump would have solved the problem. Despite some relatively minor teething problems, the Packard V-8 was overall a fine motor and it's a shame it went out of production after only two short years.



*This is the ad in the Atlanta paper.*



Footnote: My present Golden Hawk has been in the family since October 1984.

Mom bought it and kept it until 2002, when she gave it to me.

## **Jet Streak 56J update** *From John Kwiatkowski*



**I sent this photo of Anita & me with our car, to John. It was the Hawk's first car show in May 1987 at Cyprus Gardens FL**

Frank - I love the photo. Thank you so much. I keep meaning to let you know what's going on with the 56J, but things keep getting in my way. After I had the front brakes converted to disk brakes, neither my mechanic nor I saw much improvement in braking performance, so he suggested converting to dual braking. When he took the car out for a test drive the braking was greatly improved.

HOWEVER, when he pulled back into his shop, as he got out of the car he noticed that the left front wheel looked odd; it was at an angle. After investigating the whole front end, he found that the cause was from the upper control arm punching through the frame. I have since learned that this is not an uncommon problem on these cars. He said he could fix it by welding additional metal to the frame, but access was going to be a problem. I told him to disassemble as much as he needed to in order to get to the area.

With the engine beautifully exposed, he saw that one or more of the freeze plugs was starting to seep a little and said this would be a great time to take care of this small issue. By this time, my mechanic's father, an aviation mechanic, came to visit (he likes old engines and annoys his son by saying that "REAL CARS have carburetors"). Dave, the father, asked me what I wanted out of the job, and I said "I want to be able to drive this car anywhere without the need to have a parts truck and towing vehicle following me around". They pulled the engine out (easy by this point) and pulled the heads. The cylinders were glazed. They dropped the oil pan. Things

were a bit gooey thanks to the partial flow oil filtration they used back then. We sent the engine out to a specialty engine shop that was capable of doing anything. Since the cylinders had been over-bored, there was nothing left to bore anymore, so they resleeved the cylinders, bringing the block back to factory specifications. They cleaned out the whole block, sent the cam out to a speed shop to be refurbished, and so on and so forth. What came back after a couple of months was virtually a new engine. I got to see it before my mechanic put it all back together, and it was superb. The engine got repainted the correct red, the valve covers were polished and got new correct decals, the air cleaner was polished. Dave rebuilt the carburetors and set them up right (not for the faint of heart). In short (well maybe not that short), my 60 year old car was filled with break-in oil, and I actually got to break it in!

With the engine and frame work, I think I have brought this car to the next level if I do say so myself. I was able to drive this car with confidence for several months after this, until the next time my car tried to kill me by depriving me of the ability to steer the car. I foiled its plan and am still here to tell the tale. No cars or people were harmed during this event (my 54 years of driving experience was put to good use). A crappy little roll pin that must have cost Studebaker all of \$0.05 had ceased to hold the steering column to the gear. This problem was relatively inexpensive, mostly labor, and now, I dare say, I do believe that EVERYTHING has been taken care of (as I am typing this I am shouting it into the garage).

I hope you had a happy Easter and that you are doing great.

## **Smiling All the Way Home!** *By Jim Burdick*

A few weeks ago my wife asked me to go to town and pick up some cleaning supplies. I agreed and responded, "I need to take the Studebaker for a spin. I'll drive the Hawk!"

It's winter in Kentucky but the weather was warm and sunny and roads were dry. It was a perfect day to exercise the car. It's a short drive to town, not more than 6 or 7 miles round trip.

I parked in front of Dollar General and picked up the cleaning supplies. The cashier asked if I wanted the Clorox in a bag. "Yes, I said, we probably should bag it...just in case. I don't want to spill Clorox on the carpet of my car." Oh, she said, "Is that your beautiful car parked out front?" From where she stood at the cash register she could see the glistening chrome and the beautiful tangerine and snowcap white colors sparkling in the sunshine.

"Yes, I replied. that's mine. It's a 1956 Studebaker Golden Hawk". The cashier added, "It's drawing a crowd of lookers out there."

I left the store and was greeted by two older women admiring the car and asking me questions. I explained, that it's a typical 50's car with lots of chrome and bright colors. It was a time when cars didn't all look alike. "Yes" they heartily agreed! They added, "today you can't tell one car from another". To my amusement, they elaborated, "It's just like people. Lots of time today you can't tell a man from a woman. They all look alike".



I chuckled and put the cleaning supplies in the trunk, started the car. and as I was backing up I noticed a young woman all the way across the parking lot running toward me. It looked like she was holding a camera in her hands. Sure enough, she wanted a picture. I obliged, and after exchanging smiles, I pulled out on the street and started for home. I also planned to stop for gasoline to top off the tank. It's always a good idea to keep the tank full during inactive winter months.

While at the gas station two young men, probably in their early twenties. immediately rushed over and began admiring my car. I didn't have time to remove the gas cap, or start the pump, before they started asking questions. As they were looking in the open window of the drivers side door and exclaiming about the beautiful interior they politely asked, "Can we touch it?"

After an exchange about the specifics of a 1956 Studebaker Golden Hawk, one of them opined, "If my girl looked this good I would never break up with her". Don't ask me where that came from, but that's what he said. I managed to visit with them while paying for the gasoline, and getting the gas cap back in place. I've learned that it takes concentration to pull a Studebaker up to the gas pumps and successfully manage the crowd.

It was about another 15 minutes before I arrived home from my afternoon drive in the Golden Hawk. ..SMILING ALL THE WAY. WHAT A CAR!

## Mail Bonding

Letters From Our Readers. (Edited as required.)

### Frank Hunter January 29, 2017

Just a quick note to say hi. I am in need of some help if you can?

I am now starting to assemble my car. I have the frame and body together with the engine installed.

I'm now trying to locate a vendor to purchase a complete wiring system for my car.

I have called a few with no luck. I contacted the guy called ... Lark Works Co. that manufactures them and I just got a quote back from him! The quote was almost \$1200.00. I am still in shock. If I can't find anyone else that has reproduction or "NOS" wiring harnesses that they have in stock I will have to deal with him.

Do you know of anybody else I can contact for this?

### Ron Johnson January 29, 2017

I just read the latest newsletter and noticed that Herr Hultzsch is squawking about his steering gear. While it is possible it is worn out, it might be nothing more than the adjustment screw/locknut on the outside of the box has loosened and needs to be adjusted----jack up the front end, center steering, and turn in screw until it lightly seats--snug lock nut. Then crank wheel stop-to-stop--should be a slight drag noticed going past center. Tweak as necessary. Perhaps he has already done this??

*Anywho*, the mighty SKYPOWER 352 is still slugging it out up here between the motorcycles, race cars, 61 Vette and aeroplanes. Hope all is well with you!!!!

### Pat Doherty January 29, 2017

Long time since I've talked to anyone from the group. I've spent the last number of years focusing on my wife and daughter and that hasn't left much time for the car. We currently live in Bellevue (outside of Seattle) Washington. Megan has done well in cycling and we are traveling all over with this interest, so I won't be able to make the meet this summer in South Bend. I did notice that 2018 is in Seattle, and I've spawned an idea. I think that I'm going to pull my motor and put in the most hot-rod'd 374 dual carb setup. I'll keep all the stock stuff untouched to preserve the value, but want to see how crazy the car could have been in the day. I retired last August and we're building a house in Bellevue. I'm busy, but I'll find time. Along these lines, I would like to get hold of Bob Palma. I have his mailing address, but don't have his e-mail or contact phone number. Would you happen to have these?

Cycling/Triathlon has been our passion since about 2005. Megan is a Junior in High School and has won 8 USA cycling age group championships and is part of the 6 woman US Junior cycling team. We are in Arizona in Feb, Italy in Mar, Holland in Apr, California in May, Kentucky in June, Quebec Canada in July, and Norway in September. She is a great student and has a great work ethic. We will miss having her around when she graduates in June 2018. You can Google Megan Doherty cycling and see an interview and several stories?

Karen and I have competed in 5 full IronMan races, 12 half Ironman races, and about 20 marathons. We hate running, but love to bike?

I did realize that you sold your cars, but I'm glad that you are still involved. The meet in Seattle is not set yet. I think that they have made a bid, and it was my understanding that they were the only one.

**George Hamlin**      **January 29, 2017**

KV Smith's "Overdrive Review" in the February issue mentioned that, of the variegated GM makes, only Chevrolet offered an overdrive. I once asked a GM executive why that was.

Answer: because GM didn't manufacture the thing! It griped them to be buying overdrive units, so they just didn't offer the option. So then why finally make it available on the Chevrolet? Because there were many traveling salesmen using the brand, and there became a real danger that this clientele would depart en masse to Ford - so eventually they gave in, but just for the Chevrolet.

The same logic applied to the 4-speed transmission; as soon as they could, GM stopped using the Borg-Warner T-10 and developed a Muncie replacement.

**Keith Langendorfer**      **January 29, 2017**

Not sure if you saw it a few months ago but the Historical Vehicle Society made a link between John Z. Delawarean's tenure at S-P and the 56J on his watch before he made the jump to Pontiac in 1956. The upshot of the article was that he was the unheralded force behind the 56J (big engine in a smaller car) and of course went on to develop the '64 GTB. I sent them (HAS) a photo of my letter that I wrote as a HS sophomore in late 1966 that Motor Trend ("Golden Hawk Was First!") published with a cartoon picture of me in early '67 (which I sent you around 2009 or so) but haven't heard back from them but wasn't expecting to :-).

Anyway - was thinking of doing a 2x4 Caribbean intake on the black 56J I bought from Joye Wessels over the summer. The man that did the original restoration in

1998 actually had one that he got with the car as it had been drag raced (I called him to discuss the restoration) but he sold it separately in 1997 or so. Could you please post a "Want Ad" for a bare 2x4 intake?

I've been working on the Wessels' car and spoke with the fellow who restored in 1999 or so. I put a rear sway bar in it, got the electrical squared away (had a number of gremlins) and sent out the carb to Dave Thibeault for rebuilding. The car is perfect underneath and handles real well, the little that I drove it. The Wessells converted it to power steering (which I was ambivalent about and caused the installer to convert to a dash button for the horn as well as a few of the aforementioned electrical gremlins) but it seems a blessing, now that I've driven it.

**Richard Atkinson**      **January 29, 2017**

I've skimmed the recent 56J News letter and very funny to see you include my email and photo of Maryna and me in Montenegro.

So, here's a photo of another grey day in the UK - it's our allocation these days of the car outside Westonbirt School, which was last Sunday's venue. Not to be counting my chickens too soon, but there may be one bride that would like the car to be her 'special' ride for her special day later this year.



The revision to the Authenticity Guide sounds like a very good idea and also as if you're close to nearing completion on the project..

My mother, brother and sister-in-law (John & Monica) are coming to visit in late March for a week, so we hope they'll bring some of that Florida sunshine with them when they arrive!

**Gary Willoughby**      **January 30, 2017**

Enjoyed the newsletter. Boy, to have power windows and seats! What a concept! But if owning a J was easy.....



I'm about to get my engine rebuild underway. Looking through the shop manual, a lot of detail was not there. All the data done by Bob Palma lately in Turning Wheels on rebuilding Studebaker engines has gotten me wanting to balance and parallel the decks on mine.

Is there any written source available, or is the Co-operative the best one?

**Tom Aylward     January 30, 2017**

Thank you for the latest 56J. I look forward to getting it and always enjoy reading it.

I especially enjoyed reading Gus Daub's letter. I am glad that I was able to meet him at Hershey. He is a very nice fellow. He put a lot of work into his car and I am very glad to learn he received his Senior award there. I hope to see him at other shows. He has the same attitude that I have--these cars are to be enjoyed.

I would like to send him a note. If possible, please send me his email address.

**Yvon Beaudry     February 04, 2017**

This is a picture of my project. Thank you to put me in touch with Gus (Daub). He has the decal and he will send it to me. Now it was your turn to save my life!



*NOTE: In 2000, Yvon saved my life by supplying everything I needed to convert my Jet Streak 56J to power steering. On a much smaller scale, I am happy to do something nice for him*

**Ken Ross     February 12, 2017**

The Feb 2017 flyer, as I wrote you about the 56J I raced 1/4 mi. Related to the Overdrive Toggle Switch, mine was also set up this way -- I had mine on the shifter lever, this by my thumb, K V Smith, I took it a step further - Why?

The three speed overdrive Hawk had a clutch plate type Long Brand with three centrifugal weights, a truck design, more RPM, more clamp force. Above around 5,000 RPM they locked, you had to let the RPM free the

plate, costing lost car lengths. Two choices to correct,; remove the bars and rebalance (no). I installed a Borg & Beck used by GM. You could power shift up to 6,000 RPM - my Isky cam was at 5,800 allowing a power or speed shift 1st to 2nd to 3rd at trial and error with the toggle on. First shift or second, that minute lack of pressure would allow the OD to engage - or if 1-2-3 shift, toggle off.

This, a reason my 56J made a 100.5 MPH run. Experimentation can work if you have the desire and want to run down the Chevs with 4-spd and Posi. I had 1 wheel drive as back then pure stock was factory equipment not issued in that year - I got disqualified - I installed a 57 Twin Track and to protest, as the Chevs were allowed to run 4-spd and Posi. I won the debate as all know the Chev ran the 4 spd of the Corvette, tech override. I enjoy your Flyers Frank and am sorry you had to sell your cars.

I am going to sell my 56J 3 spd O.D. the engine was rebuilt at 55K and sold to me because of lifter clatter but car is 100% original. I'll send a picture if you like. I have no idea of its worth. As I told you, I think I went to Chev Corvette and qualified for the 62 nationals and have records coming from Bullet Speedway - KY. I was at Fort Knox.

**Mark L. James     March 17, 001**

I'm not sure if I told you, but my 56J has been accepted to be shown at the Greenwich (CT) Concours d' Elegance in June, and the Concours d' Elegance of America (MI) in July and the Radnor Hunt Concours d' Elegance (PA) in September. In addition, I am taking it to Kansas City, MO in June for the AACA Annual Grand National Meet. I'll be featuring these shows on my website- [www.barronpublishing.com](http://www.barronpublishing.com).

Also, last Saturday I attended the 44th Annual (and last!) Studebaker Swap Meet in York, PA. I did a book signing and sold 40 books. I was touched by the bittersweet feeling in the air as it was the last meet there.

In addition to my 56J show car, I have a 56J driver that I enjoy taking to the dry cleaners, drug store and mall. The one place I take it to that draws the biggest crowd is the liquor store! Sometimes I come out and there are 3 or 4 guys checking out the 56J. The most common comment I get is that they can't believe that I drive it around town!

**Neil Stringer     Mar 22,2017**

This is Neil Stringer located in West Palm and I am in the process of restoring a 56J. Brent Hagan gave me your name and told me you could maybe provide me with the build order. The Golden Hawk I am working on

is Serial # 6800460. The tag under the hood is: 56J-K7 2402.

I have the engine done, back in and running. Most of the electrical is now functional! Overdrive switch, wiper motor and window motors are the biggys left to do.

From a patch of undercoating that fell off the floor it looks like this was originally a Seaside Green car. The paint code sticker has fallen off and long gone from the glove box. It is gold and white now. I would like to put it back as built. Any and all help will be greatly appreciated.

The 56J is just passing through my hands. The rest of the story on the car is that it ended up at a body shop in Port St. Lucie FL. Some work was done and the owner quit responding and became un-reachable. After about a year and a half the shop took the car on a mechanics lien for the bill and storage. I am a friend of the shop owner and together we are doing the car to re-sell it.

There is also a 57 Super Hawk that was brought in at the same time and has the same story.

**Brent Hagen**      **May 28, 2017**

I am now down to just one 56J, 6800322. 6800487 was scrapped May 26th, 6800352 was picked up yesterday by Kenny Durkee.

I am working like crazy to downsize as I never found another building. Real estate has gone crazy in the Portland area. I am trying to shrink back to where I started: 56J/Golden Hawk parts only, and work out of my home. Have two months to get it done....

**Here We Grow Again**

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

656 Richard Lindsey    SN 6032269  
 Marshallville OH    Prev Owner Donita Kessler

657 Neil Stringer      SN 6800460  
 W Palm Beach FL    Prev Owner George Shields

658 Kenny Durkee      SN 6800352  
 Renton WA            Prev Owner Brent Hagen

\* = 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 four 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**

229	Registered Owners
296	Cars Registered By Owners
325	*Cars Reported But Not Registered by Owner
<b>622</b>	<b>Total Cars Registered plus Reported</b>
42	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 *ask one of your grand kids for help!*

**New Ads Since the last issue:**

**Wanted:** Am 75 now and sort of looking for a Mocha/Doeskin 56 Golden Hawk - had one 300 years



ago - any ideas of 56's for sale? Had Studes from 49 thru 73. Kind regards, Richard: [Acaceca@aol.com](mailto:Acaceca@aol.com) (01-2017)

**For sale-** If anyone is interested in restoring a beauty, please get in touch with Sam Hollingsworth, 2090 Sugar Hill Road, Monroeville, AL 36460 1-251-765-9053 [bigsambootsie@hotmail.com](mailto:bigsambootsie@hotmail.com) Thanks (01-2017).

**Wanted:** Bare 2x4 intake for 1956 Golden Hawk. Keith Langendorfer 646 Dutch Neck Rd Waldoboro ME 04572 978-968-5049 [keith\\_a\\_lang@yahoo.com](mailto:keith_a_lang@yahoo.com) (01-2017)

**For sale:** Rebuilt Packard water pumps for sale \$95, plus \$14 shipping (your core appreciated). Rebuilt Tachometers & Tachometer Sending Units and tachometer interconnect cables for sale, inquire by phone or email. Transmission Puke kit-II: Stop that fluid from belching out the dip stick tube on start up. \$7 ppd. Brent Hagen, 6220 SE 55th Ave, Portland OR 97206-6800, phone 971-219-9687 Email [ghawk352@effectnet.com](mailto:ghawk352@effectnet.com) Web site: [www.1956goldenhawk.com/hagen](http://www.1956goldenhawk.com/hagen) (01-2017)

**For sale:** 56J Parts: Mechanical Brake Light Switch \$12, Hawk Hydrovac and hose mounting Bracket set \$75, Hawk under dash tissue dispenser mounting bracket \$30, Upper & Lower Radiator Hoses \$25/ea, Fan & PS Belts \$10/ea, S/S "Check-Mark" mounting brackets \$15/pr, Speedometer Cable \$75, Ultra Front Seal \$10, Pilot Bearing \$25, Brake Wheel Cylinders \$35/ea, Inner Fin mouldings(Polished aluminum C-Chromes w/mounting clips) \$95/set, Sparkplug Wire Bracket Rubber Grommets \$2/ea, 56J Tune-up parts: Premium quality solid core custom 56J & Packard engine spark plug wire sets. Please specify wire bracket type- early finger-type or later grommet-type, and single or dual carburetors. Cost is \$66 + \$14 shipping. Points \$6, Rotor \$10, Condenser \$7, NOS Dist. Caps Alum contacts \$5-brass contacts \$15, Carburetor repair kits \$40. Sample of NOS parts for sale: 1956-58 Hawk window regulators: LF \$150 RF \$100; Ultramatic tail shaft seal \$10; Packard Exhaust gasket set/\$25; 56 Hawk trunk lock housing \$85; 56 Hawk front fender spears \$85ea/\$165pr; 56 Hawk Inst lite sw \$30, Climatizer sw \$35; 56-64 Hawk RF fender ext \$35; Window cranks \$35; Inside door handles \$35; 12 Volt Sparton Low tone horn \$85, Rebuilt parts: 56J Starters \$225 & 56J Generators \$175 (\$75 core); Rebuilt water Pumps \$95 (your core appreciated), Rebuilt Carter Fuel Pumps \$95 (\$75 core charge); Hood latches \$75, Revulcanized front motor mounts \$220/pr (exchange), Stainless wheel mouldings, Many good used Parts: Lots of 56J trim, switches, gauges, sheet metal, etc. Please Inquire. Contact: Brent Hagen, 6220 SE 55th Ave., Portland, OR 97206-6800. Email: [ghawk352@effectnet.com](mailto:ghawk352@effectnet.com) Phone 971-219-9687 Website: [www.1956goldenhawk.com/hagen](http://www.1956goldenhawk.com/hagen) (01-2017)

## 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 (New version), 1956 Owners Manual, 1956 Accessories Catalog, Borg Warner Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, 56J Only Newsletter back issues, 1956 GH Production Orders. \$25.00



\$25.00

**1956 Studebaker Passenger Car Manuals on Disc.** 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog, Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, 56J Only Newsletter back issues, 1956 GH Production Orders. (Same as the Flash Drive but without the Restorers Guide Video.) \$20.00



\$20.00

**1956 Golden Hawk Restorers Guide on DVD** Contains a video version of the Authenticity Guide with many new items discussed. ( Video is Included on the Flash Drive) \$20.00



\$20.00

**1956 Studebaker Golden Hawk Parts Catalog.** Printed version, 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins. Formatted just like the regular Studebaker Parts Catalogs (add \$25.00 foreign S/H). \$60.00



\$60.00

**1956 Studebaker Golden Hawk Authenticity Guide.** (Original version) 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



\$30.00

### Decals-Tags-

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

- **Tom Snyder** tells his own 56J story, and provides instructions on body to frame supports. He also tells how he solved the problem with his car's headlights going off intermittently.
  - **Curtis French** relates the story of his 1956 Golden Hawk .
  - **John Kwiatkowski** updates us on the Jet Streak 1956 Golden Hawk .
  - **Jim Burdick** takes us on a typical short trip in a 1956 Golden Hawk,
  - **Frank Hunter** tells about his search for a wiring harness.
  - **Ron Johnson** offers some advice for Walter Hultzsch regarding the excessive play in his car's steering.
  - **Pat Doherty** provides an update on the famous leather interior Golden Hawk and what the family has been up to.
  - **George Hailin** gives a little background on Overdrive.
  - **Keith Langendorfer** has some interesting information on John Delawarean, and is working on his Golden Hawk.
  - **Gary Willoughby** is moving forward with the engine rebuild for his car.
  - **Tom Aylward** tells a little more about his experience with his Golden Hawk at Hershey.
  - **Yvon Beaudry** is working on a full restoration of his car.
  - **Ken Ross** provides a colorful insight on racing his Golden Hawk during his younger days.
  - **Mark James** will be busy showing one of his 1956 Golden Hawks, while regularly driving his second one.
  - **Neil Stringer** reports on a 1956 Golden Hawk left at a restoration shop after the owner stopped paying.
  - **Brent Hagen** is scaling back on his parts supply due to a shortage of storage space for his inventory.
- **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!



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

PLACE  
STAMP  
HERE

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

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**For the Type "J" Personality**