



56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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At Long Last My Car Is On The Road *From Walter Hultsch*

Last weekend we (my wife and me) drove the 56J (VIN 6030300) 500 mls from Munic to Wiesbaden and back to Munic . We went to a family wedding and our beautiful airforce blue and snowcap white Studebaker had been the star of the day as the wedding car - beside the bride of course!

Driving this bright colored Studebaker on German autobahn is pure fun, 75 mls/h on the right side, overdrive, open windows, and smiling people on the left in big black or white cars (Mercedes, BMW, Porsche, Maserati ..) coming with 100 and more and slowing down to 75 mls/h.

The story in short:

I bought the 56J in 2015/04 via an Ebay-Link I found in the Studebaker - Forum put in by Joe Hall. It had been my third Studebaker and so the discussion in the thread had been fine to the car I purchased the beautiful car and shipped it to Germany - without seeing and driving the car at the place.



When it had been here the problems started with driving. The car had not been driven for some (??) years. We changed oil, brake fluid, spark plugs, gas etc. . After starting the engine it ran but lost oil. We had to remove the engine and by the way we opened the cylinder head and decided to change the bearings. We built in the partly balanced engine and we found a strong vibration. No way to change it , not a little.

So the engine had to be removed again , new oversized cylinder heads, new ventils , new camshaft etc. The balancing all with the heads had an effect, so the vibration is now minimal.

In the meantime some rustworks had been done, a new floor panel on the drivers side. New carpet inside, a new tube in the original Delco radio (a tube with a tuner for digital radio inside!). The original rev counter and original clock with electronic phase had been replaced and so on.

Now we have a fine restored V8 , 352 cci Packard engine and I am very proud of it. See our short 56J on Youtube at: <https://www.youtube.com/watch?v=ENrDzRGPrVU> .

Mysterious Cowl Tag - Part 5 *New P LIFT streamer tag appears*

These tags which we later learned are called streamer tags, were discussed in Issues 053, 054, 055, and 065. Page 3 of Issue 054 from June 2006 contained a letter from Larry Michael. He described the streamer tag that was attached to the body # plate on his car. The tag had the words *P Seat* embossed on it.



This past August I saw a 1956 Golden Hawk for sale on Ebay. One of the photos was of the body number plate. This one had a streamer tag attached that had *P LIFT* embossed on it.



Checking my records, I found that this car was last registered with us by the late John Brooks who back then, had a web site at www.studebakerfarm.com. John passed away on May 1, 2016.

I had never seen this streamer tag before, so I checked the production order which showed Power Windows among the option list. I decided this *P LIFT* tag identified the car with electric windows.

I checked with Mark James whose car also had the electric windows option, but the photo he sent did not show a streamer tag.

Looking over the production orders, I found that Larry's car had the power seat, but did not have power windows. John's car had power windows, but did not have a power seat. Mark's car on the other hand, had both power seat and power windows.

Sixty-six cars were built with power seat, but not power windows. Through the years, 12 of those were registered with us at one time or another, with 5, counting Larry's car, still on our active registered list. Only 2 of the other 4 responded when I wrote to them. Joe Thompson said his car had the *P SEAT* streamer tag. Yngvar Stenersen of Norway said his did not. Yngvar's car, without the tag, was originally an export with *Bayrouth Lebanon* listed in the Destination field of the production order. Apparently *Bayrouth* is a French spelling of *Beirut*.

Joe sent a photo of the body plate and streamer tag which showed a different arrangement.



A total of 488 cars were built with power windows, but not the power seat. 32 of those were registered at one time or another. Ten, counting John's car, were still on our active register. I wrote to the other nine owners and received responses from 6 of them. Tony Shank's car was the only other one that had the *P LIFT* streamer tag. None of the other cars had the streamer tag.

Originally, I thought, maybe the streamer tag was attached if the car had only one of the two options, but not both. However, even with our very small sampling, that does not appear to be the case.

There doesn't seem to be any consistency for which cars received a streamer tag. It doesn't seem to matter if the cars were built in South Bend or Vernon, domestic or foreign.

There may be some documentation buried in the bowels of the *Studebaker National Museum Archives*, but for now, this cowl tag discovery will remain a mystery.

Lost And Found By Frank Ambrogio

Tracking the remaining 1956 Golden Hawks often times requires a bit of sleuthing on my part. When cars change owners, I'm not always informed of the change. Unless the new owner registers the car with us, I erroneously continue showing the car as owned by the previous owner.

Some times an owner passes away, and the spouse or other family member may or may not let me know. Often the car is then sold and I no longer know its whereabouts. The only way I can keep current is if the new owner signs up for our Register.

Bob Aiken of Vernon British Columbia registered 6031194 in 2002. Over the next eight years, he called me several times and he sent me several photos of the car. He passed away in July 2010. I tried writing to his wife Ruth several years later, but I did not receive a reply, and I lost track of the car.



This is a photo Bob sent to me in August 2003

Last May, I made another attempt to find the car. I exchange newsletters with Mark Carson who is the editor of the Coastal Chapter's *Studebaker Packard Post*. Since Mark lives in BC, I thought he might have known Bob.

Mark replied: *Hi Frank I don't know the fellow but I am forwarding this to a couple of people in the BC Interior Chapter to see if they remember him.*

A few days later, Mark forwarded a message he received from Don Parker:

Followed the 56 GH to Nanaimo, BC.

Apparently Steven Aiken (Bob's son) took the car to Nanaimo, BC. - Don Parker

Don included an Email address for Stephen, so I contacted him. He replied that same day:

Yes I have the car, parked in my garage. I have always wanted to get it back on the road, but I grew up with seatbelts and so only start it up now and then. My son Patrick will be taking custody when he buys a house as he is a mechanic and worked on a few of Dads' cars

including this one. If you know how to install seatbelts (or someone who does) please pass on my email, I would love to drive it to a few shows in respect for the work Dad put into this car. Please keep in touch. Stephen

So after an absence of 8 years, 6031194 is back in the fold.

Another car was reported as being in a Mecum auctioned this past May in Indiana. I wrote to Mecum asking if I could get the serial # of the car and gave a brief story about our Register. A lady named Heidi Nidy wrote back stating that she could not give out any personal information about either the buyer or seller. She did volunteer that the serial number began with 603.



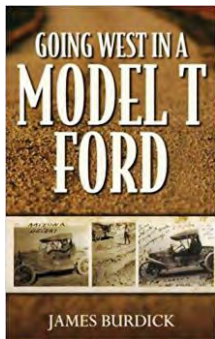
I wrote back asking for the last four digits of the serial since I didn't feel that would involve any privacy issues. She replied, "I'm sorry Frank but that is not something I can share with you." I'm not sure why the Serial # would have to remain a secret, but I just had to live with it.

Then I stumbled upon a discussion about this car on the SDC Forum. I found that Joe Hall once owned the car and did some nice work on it to make it a good driver that was also presentable to show. Stephen Peterson bought it from Joe. Thanks to the Forum members, I found that 6031195 was sold, but I don't know the name of the new owner.

Did you happen to notice, the Bob Aiken car and the Stephen Peterson car have consecutive serial numbers?

Going West In a Model T Ford

By Jim Burdick



My Studebaker is in Ashland OH with our son. It's as beautiful as ever. He has a wonderful storage area to show it off, along with several other collectibles he has.

Enclosed is a copy of my book, "Going West In A Model T Ford". Car guys, and women too, will love it. My wife's grandfather had two brothers who made the trip in 1919. What an adventure! You'll get a glimpse of

history and what it was like to take a road trip 100 years ago in the U.S.A.

It's available on Amazon.com. The paggeback is \$7.95, and the Kindle edition is \$4.99. By the way, both are 5

star rated. The feedback has been great. Amazon.com books will bring it up on your computer.

Note: I wrote to Jim after I read the book, asking how he was able to get it published. Here is his reply:

I'm glad you enjoyed the book. "car guys and gals" find it very entertaining.

When I try to describe it in a few words, I just say "what an adventure". Isn't it just like two young guys early in their journey to get in a race with a fancy dressed driver of a big expensive car.

Yes, I used an on line publishing company, called, Create Space. It's an Amazon Company. I had to self publish it, and I get royalties. I don't know yet if I'll break even on my expenses, but I don't care. I enjoyed doing it and love hearing from readers. So far it's been good. I would upload my script to them, and they did the layout, etc. It's hard to believe but they were able to take those old pictures and use them for the cover. I was really glad for that.

Mail Bonding



Letters From Our Readers. (Edited as required.)

Gus Daub June 10, 2018

I don't know if Tom Alyward told you or not, but he and I and Mark James, with 4 other Studebakers besides the 56J, all were awarded AACA Grand National firsts or senior firsts at the AACA Grand National meet in Greensburg, PA.

I finally met Mark and he was gracious enough to give me an autographed copy of his book, really stunning photography.

Yvon Beaudry July 14, 2018

Here is one of many photos sent beYvon who is making real progress on his restoration.



Tom Curtis July 15, 2018



The 1956 Golden Hawk red engine spray paint is now available from *Studebaker International*.

The story is funny. I worked on the color with about 5 different members before we got the color right.

I filled 12 spray cans, used 3, and gave the other 9 to Ed Reynolds at the Michiana May Meet! He knows how to reorder more! **(NOTE: From Jim Lime of *Studebaker International*, "We do have a few cans in stock and have more available to us, and they are \$13.75 each.)**

Tony Shank August 28, 2018

Let me start by thanking you for what you do. This 56 is special to me on a deeper level than just another classic. I am 53 years old and lost count at 300 on how many corvettes and muscle cars I have had over the years. When I was in high school in 81 and 82 I worked at Frank Shank's Sunoco, in Broomall PA. Same last name but no relationship. Frank was a Studebaker expert and the shop was always packed with Studes.

My job was to pump gas and pull cars into the bays and pull wheels. One day the mechanics egged me on to drive a 56 Golden Hawk, which was clearly forbidden by Frank as I was only 16. Well, I did drive the car and by the time I got back to the shop Frank was there and he was furious that I took a customers car on the road. All I remember him yelling for hours at me for driving that car, while Stan and Mark (the mechanics) just laughed. I have told that story a dozen times in my life, usually after a few beers at Carlisle or Hershey.

My son now has followed in my path and has a small shop selling classic cars. I help him by finding cars. I was playing golf in an association for food growers in New Jersey when I found the Golden Hawk again. All the pieces fit that this was the car.

I have been out of NCRS judging for Corvettes since the 90's, and have not missed it. I do want to take this car and compete for an AACA Senior. That is where I could use some help.

I have the talent to do anything and have my own private shop at my house. As you know the devil is on the details, and any advice would be very much appreciated. The car is fantastic and has excellent paper work back to 1979 when the car has 33k miles on it and the car now has 38400. The body is completely rust free, but I can see the roof and some of the panels have been repainted.

The first thing I have to order is the correct tires. Can you advise me on the best match tire to original that I can buy?

I will take a batch of photos in 2 weeks when I return from vacation and send them over. Take a look at this card I found in all the paper work. It was in papers from 1979 and 1980.

Ed Capozzi September 12, 2018

Frank, I really enjoyed the Jet Streak Engine story....and with your photos, the letter from Studebaker, and all the other tech info, I think re-submitting the story to the powers-that-be at Turning Wheels would be a good idea!

Certainly, as you say, very few Studebaker fans have heard about this, and a TW article about that 'almost' engine would, I believe, find hundreds of interested readers.

One remembrance I have of my old 56J is that it liked to go through clutches....I replaced two of them while I owned the car.....(there must have been something wrong with that car, because I'M CERTAIN my driving habits had nothing to do with it !!!!!)

I remember going to my local auto parts store with that big Packard clutch assembly thinking that I may have a problem getting a replacement.....The parts counter man looked at it and told me "No problem!..That's an 11" Ford truck clutch!"....and he was CORRECT!

Here We Grow Again

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

- 677 Nick Hanson SN 6030820*
Andover MN Prev Owner Virgil Marple
- 678 Stephen Aiken SN 6031194
Nanaimo BC Prev Owner Bob Aiken
- 679 Craig Jones SN 6030295
Brighton MO Prev Owner Robert Lowry
- 680 Maurice Jove SN 6800125 6800385
Atlanta GA Prev Owner Elaine Kordyban
Prev Owner Joe Hematto
- 681 Warren Fahrenfeld Sn 6032919
Little Falls NJ Prev Owner Jim Green

* = 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.

The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

242	Registered Owners
310	Cars Registered (includes parts cars)

325	*Cars Reported But Not Registered by Owner
635	Total Cars Registered plus Reported
46	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 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!!!

✓ **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.

✓ **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.**

✓ **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 (Click on Want Ads)

Also check out our sister site at:

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:

For sale- 1956 Golden Hawk, I have been the primary driver since 1959. Cambridge Gray and Snow Cap White, 327 adapted to the original T-85 overdrive, power steering, windows, seat, factory seat belts, backup lights, tinted glass, radio, heater, windshield washer, had power brakes removed but have all parts. NOS 3.73 Twin-Traction (have original 3.92). Maintained driver, never restored. 6031427 reluctantly offered at \$15K, 336-724-9298 NC (08-2018)

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



\$20.00

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, 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. (Video is Included on the Flash Drive) \$20.00



\$20.00

1956 Studebaker Golden Hawk Parts Catalog.

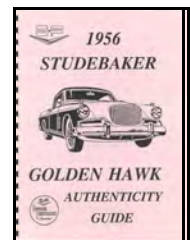
Printed version, 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins. Formatted just like the regular Studebaker Parts Catalogs (add \$25.00 foreign S/H).



\$60.00

1956 Studebaker Golden Hawk Authenticity Guide. (Black/White only version of the new updated Guide)

Documents most of the quirks with B/W 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)

In this Issue

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 - **Tracking** the remaining 1956 Golden Hawks can often be a challenge
 - **Jim Burdick** has written a book, *Going West In A Model T Ford*, which is available on Amazon.com.
 - **Body Streamer Tags** embossed with P LIFT embossed on them have been discovered..
 - **Gus Daub** tells about a show he attended with Tom Alyward and Mark James.
 - **Yvon Beaudry** continues with his restoration project.
 - **Tom Curtis** reports that Studebaker International has the 1956 Golden Hawk engine paint for sale.
 - **Tony Shank** offers a little history on his 1956 Golden Hawk, and his plans for the future.
 - **Ed Capozzi** reflects on the number of clutches he replaced in the 1956 Golden Hawk he once owned.
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- **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!



**FRANK AMBROGIO
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ADDRESS SERVICE REQUESTED**

PLACE
STAMP
HERE

MAIL TO: _____



For the Type "J" Personality