



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

The Packard Family Crest and Script are registered trademarks of The Packard Club, PAC, www.PackardClub.org and used with permission.

Number 096

Established January 1, 1989

June 2020

56J Only is the official publication of the 1956 Studebaker Golden Owners Register. It is published three times per year in February, June, and October, and mailed to registered owners. All the digital versions are available on line at www.1956GoldenHawk.com

The Dual Quad Connection

Owners Report On Their 56J with The Complete Or Partial Jet Streak Option

Kenny Durkee's report on his effort to build the Jet Streak engine for his 1956 Golden Hawk, led me to an idea for a 56J Only story. I asked other 56J owners if they would be willing to write about their dual quad equipped car with or without the Jet Streak components. I got a few responses, and they are shown below.

Michael Nolte - I purchased this car in March of 1963 for \$75 when I was a junior in HS, this was my first car. The car was only driven one year then when I went to college in September of 1964 I put it up on blocks in a barn on Dad's farm in Ohio.

It sat there for the next 53 years. It now is a complete 374 cu in Jet Streak numbers matching engine, done by Jack Vines in 2019. Jack, who is located in Spokane WA, is one of the largest Packard engine restorers and had done several Jet Steak builds in the past. The dual quad set up is an original 374 intake manifold and the carbs are correct Packard Rochester's. I found the intake and Rochesters on EBay or *Hemmings Motor News* over a 50 years period.

Jack Vines had all the correct parts for the engine and I found him through a Packard chat site back in 2016, in which he thought there would be no more Jet Streaks built since he only had parts for one more and he doubted that any more parts to build one existed.

In addition to the Jet Streak engine, my car also has an original Studebaker factory air conditioning system. This I found on *Turning Wheels* about 10 years ago. It came from a 1956 President that was purchased new by a doctor in Texas. His grand nephew inherited the car and turned it into a street rod. In the process he sold me the air conditioning system complete, the dash controls, compressor, truck mounted unit, rear air vents and wiring. In 2017 there was a listing in *Car-from-UK.com* showing a 56J with the identical air setup.

Original on my car was a Studebaker spotlight and power windows. The transmission is a Packard three speed with overdrive that was supplied to me by Jack Vines. He doubted that the original automatic could handle the Jet Streak engine. The car is also equipped with power steering. I also found a complete set of Speedster wire

hubcaps for the car and the 56 Studebaker tissue dispenser

My car is equipped with power brakes. and I have a complete Packard bat wing air cleaner for the dual quads. I have not figured out how to configure the air cleaner to fit under the hood of my 56J.

The air compressor bracket I purchased from Texas was for a Studebaker engine and did not fit my 56J. Fortunately, Jack Vines was able to supply me with a Packard passenger side air conditioner bracket that fit my original Packard engine. This was one of the hardest items for me to find.

I am now in year three of a frame off restoration being done by Ray Fitchthorn, RayLyn Restorations in Winston Salem, NC. The body and frame are done and at present undergoing final assembly.

I am looking for a power seat mechanism also if you should hear of one.

Bill Hunt - I have two cars with dual fours. The black and white car with odd air cleaners was sold new with that set up, to the best of my knowledge. It was sold in Omaha at Morton motors if I recall.

I was told by a Corn Husker chapter guy a few years back that they had a lady in the parts department who had deep ties with South Bend. They figured she was able to get the air cleaners. They said she was the kind of person you went in to swap from automatic to stick and she would start calling off parts that it would take.

At least she had the guy impressed with her knowledge. I really don't know what's in that engine but it seems stronger than the Mocha Doeskin car that was bored 30 over blueprinted and balanced.

Jim McKee - I looked around for 18 years on and off for a dual quad manifold I could afford. I finally found one in *Turning Wheels* in central Michigan. After some negotiation, I was able to purchase it. I used two Edelbrock 500 cfm carbs which I leaned down one step

with new rods and jets.

It runs great! The 352 finally needed to be rebuilt a few years ago and I considered going all the way with the *Jet Streak* option. I chickened out since I didn't feel I knew enough, and this was the first Packard for my engine builder. I'm satisfied with the WOW factor when I open the hood.

If you want to see my car, someone(?) did a short video of it at a car cruise and put it out on YOUTUBE. Just key 1956 Studebaker Golden Hawk red and white. You'll know it by the the big chrome horns! **Note: See it at www.youtube.com/watch?v=EzDkVbY2-1w**

Doug Button - This is great stuff! One of the 56Js that I bought partially restored had a dual quad carburetor setup. The engine had been rebuilt and was sitting in the car, but without the tranny installed. I ended up selling it, but not before firing up the engine. What a rush when it roared to life! I have been planning ever since that my next 56J would be fitted with that configuration.

The car I bought from Creston Iowa last summer, 6030178, did not have an engine, so I also bought the one Bob Reining had from the Virgil Marple Brainerd Estate, 6030820. The body and frame on that one were too far gone to restore again. I am in the process of going through that engine.

I have found a dual carb manifold to use on it. From the information about the Jet Streak engine in your 56J Authenticity Guide, I might try to implement the other Jet Streak options as well, if I can find those parts. If you know of any sources, I'd appreciate the information. I'll keep you updated on progress.

Larry Michael - Per your request a few weeks back, attached is a short write-up with pictures of my dual-carb setup. I look forward to seeing a consolidated grouping of pictures and articles.

Thanks for pulling together the donation to the national meet. I never thought you would raise that much, but what a neat effort!

My '56 Golden Hawk has the dual four-barrel setup. This was a conversion done by me in 2000. I originally purchased the car in 1966 from a speed shop in Mill Hall, PA. It had drag slicks on the rear and they had used it to run in the quarter-mile drag races locally for a couple years until the Ultramatic finally had had enough!

I restored the car in 1980 but never rebuilt the engine until 2000. I had looked for a dual four-barrel manifold for many years and finally located one sometime in the 1990's. I bought it from a repair garage that had it "laying out back for many years". After some negotiating, I bought the manifold and two carbs for the grand sum of \$50! The carbs did not match as one was a Rochester and one was a Carter WCFB.



My car is not a Jet Streak and the only performance mods to the engine was to bore it .030 over and the installation of dual carb setup. As I outlined in my *56J Only* Issue 083 article from a few years ago, shortly after I installed the rebuilt engine and carbs I put it on a dyno and did a high speed run which topped out at slightly over 144 MPH.

Frank Ambrogio - My 2nd 56J was equipped with the Jet Streak option at the time I made the purchase. It was put on by Jim Thomas, the original owner. Mason Maynard bought it in 1985 before selling it to me in 1987. Several years later, speaking with Larry Michael (see story above) and Mason Maynard at an SDC meet, I discovered that Larry was familiar with that car.

After the meet, Larry gave me Jim Thomas' phone number and a few weeks later, I had a nice conversation with the original owner. Jim said he tried to order the Jet Streak setup from the factory, but Studebaker said no.

The car had the complete Jet Streak option with the only deviation being Carter AFBs were used instead of the Rochester carburetors. They were the same carburetors used on the 1958 Plymouth Fury, Dodge D-500, and DeSoto Adventurer. It had the dual point Mallory distributor and the Mallory Mag Spark transformer. The transformer replaced the conventional type ignition coil. With the manual transmission, it was a real *kick in the gas* whenever I'd *stand on it*.

The car was a solid #3 driver but managed to win its share of awards, mostly in people's choice type judging. I always had the hood open and I think the engine was something most old car folks did not expect. That probably swayed a few voters. It was a lot of fun to drive, especially after I added power steering, and it never let me down in the 28 years that I owned it.

6032488 Joins Our Register

From Mary Kay Zaineb

NOTE: We have spies located all over the globe who report 56J sightings. Often these cars never get registered with us, but I keep a record showing they still existed at some point. This car was reported to me in March 2013, and made it to our register on February 18, 2020 - FJA

Our family bought the car in 1970/1971 from the original owner's son. Willed to me. Verified mileage at purchase 29K. Current approx 40K. Beautiful interior and paint. Engine/tranny uncertain. Want to make it run. Will never sell *My Beauty*.

I have known the basic history of my car since 1970/1971. My parents were Studebaker fans and owned several over the years. My Dad purchased the car for me when I was in high school. I drove it & was the talk of the town!

My Dad purchased the car from the original owner's son. He told us that his dad had passed away and had been a Pan Am Airlines pilot who spent his winters in South America where the car was kept. It was so thrilling to see the production order that shipped it to El Salvador!!

The car was in my parents garage since about 1983. It was not driven again after my Dad drove it in the wrong gear while showing off to a friend. I fear it will be a big project to get it running again, but this is a start.

Meanwhile, the Stude will forever be *My Beauty*! Thanks for everything! I look forward to making good use of the website & SDC forum.

I'm not sure it would be safe to start the car. It wasn't stored properly - all the fluids were left in, etc. I'll take my time & study the information you sent me and talk with the folks whose contact info you've sent me.

Here are a couple of little tidbits on the car that are interesting.

My dad paid the whopping sum of \$750.00 for the car.

The SDC was aware of the car when my mom contacted them in the 1980's. This was because the original owner had ordered it without a heater/defroster. He didn't need it in South America.

The lack of a heater/defroster caused me to run it gradually into the mud back in high school during a rain storm. No damage to the car, but boy did I get in trouble with my parents. I wasn't supposed to have the car out!

My dad & I took the car out (about a year after we got it). We had several of the neighborhood boys with us. We went out on the new freeway in town that had just opened. I was driving. My dad urged me to "see what she'll do". We were going 135 mph & there was still a little gas pedal left! We still had the old white wall tires on the car! I shudder to think what could have happened, had we blown a tire!

I once raced a 1970 hot rod Camaro - 350 engine. He got me off the line, but after that, I had him. He found me later & wanted to race again. I didn't do it.

Ah the foolishness of youth! But fun! Ha ha!

6031654 Rejoins Our Register

After Four Years

The 56J formerly owned by Bill Ladroga was registered on March 10 by Steve Plaster. This isn't especially unusual since many, once registered, cars have been unaccounted for after they were sold. Some times they disappear for a decade or more. Often they were never registered again.

This case is a little unique because Stephen is the owner of *Evergreen Historic Automobiles* in Lebanon MO. The 56J is one of roughly 550 cars, nearly all convertibles including the 1932 Lincoln KB that FDR used for his first inaugural parade down Pennsylvania Avenue. Other notable cars include Doc Hudson from the movie, *Cars*, and the Batmobile, from the TV series. The collection is one of the largest privately owned, in the world.

If you have Internet access, you should take a look at the *Evergreen Historic Automobiles*' web site at: <https://www.evergreenhistoricautomobiles.com/>

SNM Gets A 1956 Golden Hawk

From Roy Pearson

I donated my car to the *Studebaker National Museum* so it can be enjoyed by many people. I would say it's a 1 or 2. It was my first car and has had a frame off restoration.

NOTE: I sent this note to Roy: That was a very nice gesture. It will be a great addition to the museum collection, and it is a model that was sorely needed. Thanks for doing this. I'm sure

it was not an easy decision. As our group ages, I fear there will soon be more cars available, than people to take care of them. At least yours has gone to a good home.

After a great deal of thought I came to the same conclusion you expressed. That was my first car and I feel good about the thought that many people can enjoy it like I have.

Hood Safety Latch System Studebaker Made a mid Year Change

Chuck Lampman sent the following message: *An authenticity question - I noticed, as I scanned through the Shop Manual Body Section, mention of a safety latch for the hood on page 3, figure 6, yet the parts manual doesn't show it in the illustration of group 1622.*

My car has the holes for the pin that secures the latch, and I have indeed installed one that I modified from another car, but I have seen many 56Js without the latch or even the holes for the pin. Have you ever noticed this? Mine is an LA car if that makes a difference

I discussed the hood safety latch on page 44 of the (new) Authenticity Guide. Just click on **options** and **authenticity guide**. Or just see it at <http://1956goldenhawk.com/manuals/56ghauth.pdf>

Both my cars had the tabs and holes for the pin, but had the later style latch. Brent Hagen said the old latch wasn't shown in the 1955 - 1958 chassis parts catalog

There was a notification of the change in Service Bulletin 314, page 5. According to this bulletin, both my SB cars (6031884 & 6032195) would have originally had the early style latch system, and your LA car (6800420) would have the later version.



I'm not sure why any 1956 cars would not have the two tabs, other than having a later year hood. I suppose Studebaker could have eliminated the tabs after the Service Bulletin came out, but I doubt it.

No. 7 Spark Plug What Were They Thinking?

I received a message regarding the removal of this pesky plug.

Frank - Is there a trick to removing the spark plug closest to the battery on the 352 engine? It seems like there's a lot in the way to get that last plug out. Do you have any tricks?

Thanks

Nick Nickhols

Hi Nick:

Getting to that plug is not the easiest one to get at. If your car has power brakes, getting to that last plug is even worse. Back around 1984 Bob Edwards provided an alternative solution to that problem. If I remember correctly, it involved using an open end wrench on the spark plug socket, but maybe Bob can give you a more accurate description.

Frank

Yes, you have a good memory. The socket must have a hexagon fitting on the end for a flat open end wrench. Place the socket over the plug by hand then Loosen the plug 3 or 4 turns only. Remove the wrench then finish removing Plug by hand. Reverse this process for installing the new plug. Removing the Battery Hold down also helps. This works for me but I'm sure there are other methods depending on tools available.

Bob Edwards

I ended up doing just that. I had to grind down the spark plug socket a bit to get the socket to go over the plug, then I used a 13/16 open end wrench on the socket. And of course, the car has power brakes, making the other plugs not that easy to remove. I also had to take the battery tray off. I'm sure a Packard vehicle has more room for the spark plug access than our Golden Hawks! Thanks much Frank!

Nick Nichols

Powder Coat Color Match Has It Been Done Before?

Frank. I believe that you had a Mocha/Doeskin 56J, same as mine. May be a dumb question, but I was wondering if you knew of any standard manufacturer's (say Cardinal, or Prismatic, or any others) powder coat color that is "close" to Mocha. I need to have my rims finished, and powder coating seems to be more economical and tougher than painting.

Bill Perrin

Good afternoon Mr. Ambrogio,

I didn't see Bill's email to include him but hope you wouldn't mind sending him my response to the powder coating.

There are powder coating companies that will do a

custom color and match something close if you have a spray out. However, in my experience when they powder coat something the finish is just about as good as the surface of the bare steel rim. They can put a "primer" coat on first that is very thick and helps fill in voids, nicks, etc. but the finish is never as nice as hand body-working, blocking primer, etc.

If you have perfect condition rims then it may be more economical. Lastly, the finish in my opinion is not as glossy as a quality sprayed clear-coat and you can do a better job fine tuning and matching the colors.

Hope this helps.

Best regards,

Gerek Brodfuehrer

Hmm, I'd say talk to the local paint jobber, or person who is doing a lot of powder coating. They may have technology available to color match. Technology is moving forward in leaps and bounds. Even if the answer was "no" last year, it's still a good idea to ask again this year. Sorry I cannot offer anything more specific.

Joe Hall

Thank you for your responses. My rims are currently painted red oxide primer, so I need to do something with them. I am not looking for concours quality.

After talking to a couple of powder coating companies and others, and considering your responses and difficulty getting a close powder coat match, I have decided to paint. At my request, our local PPG paint store was able to get the mocha and doeskin formulas, so paint is available. Thank you again for the excellent information.

Bill Perrin

The Name Game

Can Be confusing For Your 56J Monitor

The older I get, the more easily I get confused. It is not a good situation when I get a message from Michael Nolte (see page 1) and Nick Nichols (see page 4) at roughly the same time.

Mike and Nick, if either of you received a reply addressed to *Nick Nolte*, just attribute it to (my) old age. If I hear from the real *Nick Nolte*, I'll let you know what he advises.

The Four Year Rule

Our No Dues Policy

Whenever I hear from you, see an article about you and/or your 56J, or find anything that lets me know you still own your car, I try to update my records showing the year this happened.

Around the first of each year, I check to see who hasn't been in contact during the past four years. I contact each owner by mail or Email to make sure they are receiving the newsletter, and still own their car. This is important *to me at least*. Since we don't charge dues, I

never know if everyone is receiving the newsletter. In the case of Van Kasper and Bob Juba shown below, I would not have known that they each sold their car.

I sent 23 notices in late January, 11 by mail, and 12 by Email. I received 6 responses from the mail group, and 4 from the Email group. Apparently it is much easier to mail a letter than it is to hit reply to an Email. Therefore, With just 10 responses out of 23, our registered owners roster is reduced by 12. We've lost track of 15 cars.

It is always good to hear from them, and the responses are quite varied, from sold, did nothing, still working, etc. Rarely do I receive something like, *enjoying it*. Here are a few examples:

Yes, we do still have our 56J. Unfortunately it is in the same state it was in in the beginning. We do enjoy receiving your newsletter. So thanks for all you do. Wishing you the best. - **Bill and Betty Stogner**

Thanks for checking up on me. Yes, I do still own the GH. It has been sitting in a tuck-under garage for and not moved for about 20yrs now. (Air conditioned and heated comfort) It needs a new oil pump. I have the kit to convert to the Olds pump and every year I swear I will do it sometime that summer. Hopefully next summer. Yes, please keep me on the newsletter list. I enjoy every one.

Thanks again Frank for checking on me. - **Larry Weidner**

Sold the car a couple years ago. The new owner got it accepted into the Italian MILLE where it competed and finished last year. Thanks. - **Van Kasper**

Sold my 56 Golden at Branson Mo Auction. Would like to continue receiving the newsletter! - **Paul Walker**

Yes, I receive the emails and still own three 1956 Golden Hawks. I appreciate all the work you do for the group and your emails. I am a friend of Brent Hagen and buy parts from him regularly. - **Mark Yardley**

We still have the 56J. Appreciate all your efforts. Please keep it on the list. Best wishes to you and Anita. - **Doug and Pam Jackman**

Yes I am receiving the news letter and I still have my 56J. I did not get show it much last year . I hit a deer last spring. It broke the grill out ,bent the hood and damaged the radiator but I was able to drive it home as we were only about a mile from home. I was able to get it repaired but I had to buy a 56 Power Hawk to get a hood . It now has a 56 hood instead of the later model and the insurance paid for it. I was sad to see that you sold your 56S. I always look forward to reading the news letter. I hope you are in good health and thank you for all you have done for all us with 56Js. - **Larry Prater**

I still have my '56 Golden Hawk and i want to continue with the newsletter. Do you know where to find the trimkit that gives 320 horsepower? Where can I find 1956 GH parts? Do you have any tips to balance the very heavy hood and to hold it open in a secure way? - **Erik Sjostrom**

I still own our '56J. I dream about it nightly. But I'm still occupied with our '40 Packard project, and work is unrelenting (restoring old buildings in the city of Saint Louis. Now even though I personally have no children, my wife and I are taking care of grandkids for the last 9 months and into the future (long story). The Hawk is safe and I will complete it at some point. Keep kicking out your fine publication please. - **Sam Meller**

Hawk is equipped with 700 R4 GM Transmission w/Overdrive, GM front disc brakes, stainless exhaust



- **John Caskey**

Hi Frank. - I still have my car and I try to make it a Little better each year, for this summer I have upgraded the front of my car, rebuilt steering and new bushings. So the car is rolling and we use it when the weather is nice. Last summer I was in a Swedish motor magazine, They were interested in the car because it was sold new in Sweden 1956. I have even changed my carburetor, generator, and put in an electronic distributor , so the car runs pretty well now. I receive all newsletters from you and I want to keep receiving the newsletter.

And then there is an American guy Predrag Gligorowitch that has moved here to Sweden, and we live only 12 kilometers from each other. So I have been there to help him a little with his 56 Studebaker Golden Hawk . He had some ignition problems. W make it run

again and that was fun. I hope that you can read my crappy English and that you know what I mean . Krister Eriksson Sweden and a happy owner of a Golden Hawk 56. - **Krister Eriksson**

Yes I still have the 56J and it is still on a 'non op' California registration, has been for probably 20 years? It is parked inside my wife's 24 x 40 shop. Yes I have one the same size for me. The 53 Coupe is in there or in the front garage. Sometimes it is covered up under my 4 post car lift, that sits outside. I put plywood and a tarp on the runners and use it as a garage. That way I can move it in my shop to work on it, even in the worst of weather? Later from Leif in Idaho. - **Leif Juliussen**
NOTE: All the people who responded are set for another four years! The rest have been dropped.

56J Owner Behaving Badly *Sometimes Things Don't Work Out*

I get many Emails and phone calls, some pleasant, some not so nice. This story deals with a 56J owner, whom I will refer to as Tex.

Bob Coolidge received a message on his answering machine from Tex, who said he owned a 56J for 50 years and that it had raced at Bonneville. He left a phone number, but the voice was muffled and not understandable. Bob maintains the Studebaker Racing web site, www.StudebakerRacing.com and wondered if I knew of the owner. He felt anyone who owned a 56J for over 50 years, would surely be on our Register.

Tex has never registered with us, so I couldn't help Bob. Three days later, I received an Email from Tex (I left the wording exactly as written):
I have a 56 golden Hawk I have owned since 1975 and has been in storage since 77. I will register to assist your records ONLY if he auto does not appear online. Member of XXSDC and national. (Note: I crossed out the chapter name to help protect Tex's identity. Also, I assume the words "he auto" should be "the auto")

I replied promising not to put anything about (t)he auto online. I also forwarded his Email to Bob, since it was Bob who Tex contacted initially. Bob sent the following message. To Tex

Tex: I was glad to receive from Frank Ambrogio your e mail address. I have tried several times to return your telephone call. However the call would not go through. The number on my answering machine is nnn-nnnn (Note: number deleted). At the end of the message the number 355 was spoken. I took that to mean the area code.

Anyway, I do not have information on Studebaker efforts at Bonneville save for the Andy Granatelli era. If you have any names of prior owners etc. I will attempt further research.

Tex then wrote the following to me:

It felt as if no time transpired before I received a call from some one with whom you shared my information. I had only considered your putting my info on the net, never thought you would actually call someone to divulge it.

I thought I made it clear I do not want my info to get out. Period. I have good reason for the choice. I assumed you would understand it was important to me when you agreed in an email not to divulge. So much for your thought process, or lack thereof.

Ouch! In an effort to accommodate the quirks of some owners, I have to deviate from my normal record keeping. I make the effort in order to obtain the Serial # for our Register. Unfortunately, this leaves many chances for, something to go wrong. I replied to Tex, explaining my position:

Hi Tex: Wow! Thank you for your most pleasant, tactful email. I can't think of many things I enjoy more than reading a message berating me, for trying to help someone.

I did not divulge your information to anyone, except Bob Coolidge whom you had already contacted. A few days ago, Bob received an answering machine message from you, but had a problem understanding the phone number.

Bob maintains records of Studebakers that were involved in racing. You indicated your car ran at Bonneville, and since it was a 1956 GH, he reached out to see if I knew of you and/or your car. Since you had contacted him and left your phone number, it seemed logical that you wanted him to reply.

Your message to me stated, *"I will register to assist your records ONLY if he auto does not appear online."* When you wrote to me, I forwarded your message to Bob giving him another avenue through which to reach you.

I never dreamed that this violated what you meant by "ONLY if he auto does not appear online". Don't you agree that this is rather vague? At this point, the auto has NOT appeared online. How could it? I don't even know the Serial #. I have followed you wishes!

I am simply trying to track the remaining 1956 Golden Hawks. It is a personal endeavor which I have pursued for 30+ years. My goal is to help owners get/keep their car on the road. Whatever your reasons for keeping your secret, I respect them.

However, I don't need the aggravation. There are probably 300-500 cars of which I am aware, but have not been registered with me. Our service is here to help if anyone wants it. All they have to do is contact me, as you did. Honestly, I don't care who owns which car. Only the serial # is important to me. If the owner

registers, I offer free access to all our resources.

We can't change what has transpired. Rather than put the onus on me to keep your secret, let's just drop it right now. I don't care if I ever learn the serial # of your car! It's just one of hundreds that I don't have. Having to make special exceptions for individual personal quirks makes more work for me. I end up walking on egg shells trying to accommodate their demands. And, as in this case, when something goes wrong, I catch hell for it. Lovely!

If you want to write back and offer more criticism, please do so. I'm sure it will give you some personal psychological satisfaction. You can have the last word. At least, that will be one nice thing I could do for you.

There! I feel better! So far, Tex has chosen ignore my offer.

Shooting for 100

56J Only - Is The End In Sight?

As you can see from *The Four Year Rule* story, I am running out of material for **our** newsletter. I place the emphasis on the word **our**, because so many people refer to it as *your*, meaning Frank's, newsletter. I do find a few things to write about, but I depend on you to help fill up the pages.

In our infancy, that wasn't a problem. In fact, I printed as many as 6 newsletters in an early year, with some issues exceeding my normal 10 page maximum. Anything beyond 10 pages requires additional postage. In recent years, the page count has settled on 8 per issue.

You may have noticed that I always refer to a newsletter issue as a three digit number. Beginning with issue 001 I decided to allow for the possibility of reaching the triple digit plateau. I didn't think we'd get beyond 999, so four digits wasn't necessary. Number 100 should happen in October of next year. What happens after that remains to be seen.

Mail Bonding



Letters From Our Readers. (Edited as required.)

Walter Hultsch February 12, 2020

Yes Frank, I sold it, 35,000 euro, I don't know the new owner yet, but I gave him your information and the address of the Register website.

It's a pity, I don't have a Studebaker anymore. It was a good time to stay with you and your friends. But I will follow Studebaker in the forum. Have a good time, and thanks for your great efforts

Bill Perrin February 21, 2020

That is incredible how the (printing) costs have gone up. **NOTE: It now costs more to print and mail the parts catalog than I charge for it - FJA**

Received your package yesterday. Thank you. Hopefully I will have time to go through them tomorrow. Have never seen a USB drive like that. So small. I likely will copy to DropBox in the off chance that I misplace it.

BTW, my 56J is in the shop to check for fuel leak. 35 year old mechanic says that the 56J has gotten more comments from his customers than just about any car he has had over the last 5 years. One guy saw it from the street, came in and asked if it was for sale. Such a distinctive car. Mechanic says that it is really growing on him and he loves it.

Stephen J. Stoner February 23, 2020

I am a member of SDC & have been interested in Studebaker history and their cars and trucks since 1955! I am making Studebaker archives of their wagons, wheel barrows, cars, trucks, and their other products. I am a definite fan and fanatic of all things Studebaker!

I have never been fortunate enough to own a Golden Hawk, but I would like to become a member of the 1956 Golden Hawk Register. I am mostly interested in your newsletters, pictures, and information. I would like to have any hard copies of pictures and information of the 1956 Golden Hawk.

I do not have a computer or any other electronic device. I know that you are the main authority of 1956 Studebaker Golden Hawks. Please inform me of the cost of any of the mentioned items. Thank you very much.

NOTE: I contacted Deborah Shipione and Jim Humphreys, who live in Tucson. They offered to work with Stephen.

Johnny Olsson April 17, 2020

My car was imported to Belgium by John Bernt. He did race the Mille Miglia 2017. I bought it last year to participate in MM 2020, I got all the paperwork in order and applied, but then Corona came and the race is postponed or cancelled this year. Maybe better luck next year.

The car is in an excellent condition and a pleasure to drive. The serial number is 6031113. I know a little bit about its history, but I am interested in knowing more.

Here We Grow Again

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

- 693 Bruce Kantor SN 6031195
Charlotte NC Prev Owner Stephen Peterson
- 694 Mary Kay Zaineb SN 6032488**
Watsonville CA Prev Owner Janet Whitaker
- 695 Tom Imig SN 6030714
Missiion Hills KS Prev Owner Ron Sterranko
- 696 Nona Long SN 6030996
Quincy IL Prev Owner Dale Long
- 697 Stephen Plaster SN 6031654
Lemanon MO Prev Owner Tom Ladroga
- 698 Gary Mosso SN 6033045
Deming NM Prev Owner Paul Walker
- 699 Johnny Olsson SN 6031113
Karlstad Sweded Prev Owner John Bernt

* = New, Not previously registered or reported.

** = Previously reported, but never registered.

NOTICE: In lieu of dues, and to help keep my records correct, new 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

225	Registered Owners
294	Cars Registered (includes parts cars)
345	*Cars Reported But Not Registered by Owner
639	Total Cars Registered plus Reported
48 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 at one time or another.

✓ **56J ONLY Message Forum** Started by ex-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 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 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 notice electronically. **Let me know if you prefer to receive it by mail.** The mangling, ripping, and stains are free.

✓ **The Four Year Rule** - If we have not made contact 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 or still own a 56J.

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:
(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



\$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. \$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, without the Restorers Guide Video.)



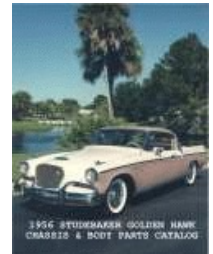
\$20.00

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)



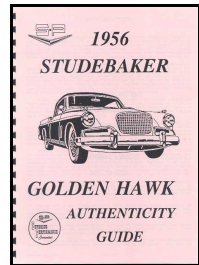
\$20.00

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 \$18.00 foreign S/H)



\$40.00

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 (For Registered owners only) send Email or SASE

In this Issue

- **56J Owners** with cars having the dual quad setup describe their rides
 - **Mary Key Zaine** provides a little history on the 1956 Golden Hawk she drove in high school.
 - **Stephen Plaster** registered his 1956 Golden Hawk which is included in his “car barns” containing over 500 cars.
 - **Roy Pearson’s** 1956 Golden Hawk now rests in the Studebaker National Museum.
 - **Chuck Lampman** asks about the hood safety latch and the tabs on the bottom front of the hood.
 - **Nick Nichols** asks if there is any trick to replacing that number seven spark plug.
 - **Bill Perrin** asks if there is color matching color coating available to use on his car’s wheels.
 - **The Four Year Rule** brought several responses, from owners who haven’t been heard from 2016.
 - **Correspondence** isn’t always of the pleasant type.
 - **100 Issues** is the current goal for *56J Only*.
 - **Walter Hultschj** sold his 1956 Golden Hawk at an auction in Paris.
 - **Bill Perrin** describes his experience when his car was in a shop for repairs.
 - **Stephen Stoner** wants printed copies of the newsletter back issues, plus photos, and other information.
 - **Johnny Olsson** purchased the John Bernt car that raced in the 2017 Mille Miglia and hopes to run it there again..
 - .
- **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
31654 WEKIVA RIVER RD
SORRENTO FL 32776-9233
USA
ADDRESS SERVICE REQUESTED

MAIL TO:



For the Type “J” Personality