



# 56J ONLY



## THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)

The Packard Family Crest and Script are registered trademarks of The Packard Club, PAC, [www.PackardClub.org](http://www.PackardClub.org) and used with permission.

Number 097

Established January 1, 1989

October 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](http://www.1956GoldenHawk.com)

### The New 56J Only Forum From Doug Button

In early June, I opened a new forum to replace the Yahoo Forum. As of July 05, 2020, we have 29 in the new 56J Only forum now. It seems we would have more participation, but some just take time to come around. It is also likely that the invite sent out from the forum may have been intercepted by spam filters, so I would like to ask if you would include the link in the email for your next mailing of the newsletter.

If you want to send out another information email for just the invite, that would be great, but I assume you try to be careful about how much you send out. The link for the forum is: [www.1956gh.com](http://www.1956gh.com) In the "Referred by" field, enter 56J Registry or Frank.

On a separate note, it has been interesting to see a couple newcomers to the group. I'm curious how many actual 56Js are accounted for in the registry. Thanks for all your work for our group.

EPA. NEVER CADMIUM OR hard ELECTROPLATE ANY ZINC OR ALUMINUM carburetor CASTING! These are soft "white metal" alloys and once hard plated, it cannot be undone.



### Carter WCFB 2394-S Gold or Silver finish

I received the following from Gus Daub on July 25:  
*Frank - I'm having the carburetor refinished and when looking at the pictures, including the picture in Kevin James' book, they all seem to be silver cad plated, not gold cad. Please let me know if silver is correct.*

Daytona Parts Company in New Smyrna Beach FL rebuilt my carburetor in 1984. I wrote to owner Ron Hewitt to see if he could provide an answer. His reply follows:

*Frank! Originally Carter used a "gold" tint chromate (bowl and choke housing) on the Zinc castings of the WCFB. The air horn was a aluminum/magnesium alloy and was "silver" in color. These are "NOT" cadmium plated, but a "chromate" conversion coating. Zinc alloys react to the "chromate" coating and come out a gold tint; while the alum/mag air horn gets the same process, but does not color react with the chromate solution, so they stay their original silver color. Photo attached shows a genuine chromated WCFB, and ALL were this way. Today there is almost NO-one who does the original "chromating" as it is a VERY Hazardous process and controlled by the*

Also attached is a photo of a typical Studebaker Carter WCFB in original chromate coloring.



*We no longer do any of the original chromating of the castings; so our current process results in an all silver finish, except the carb baseplate, which would be black. Daytona Parts Company, 1191 Turnbull Bay Road, New Smyrna Beach, FL 32168, Ph:386-427-7108 [www.daytonaparts.com](http://www.daytonaparts.com)*

## The Virgil Marple 56Js Both Cars Purchased At On-Line Auction

### Doug Button:

Thanks for sending the production orders. I purchased 6031614, and Jimmie Facklam purchased 6800168 from the Virgil Marple auction. I met him when we were picking up our cars. It sounds like he has the 56J bug and quite a background in them. I wish we had more time to talk, but we did trade our information.

The one I purchased had been hit in the front of the left front fender, but otherwise is pretty solid. It is an older restoration, but I am going to try and straighten the damage and see if I can get it back on the road soon. The brakes will need completely gone through, but the rest of the mechanical systems seem decent.

Attached is a picture of both auction cars loaded and ready to head to their new homes, and a picture of mine after I cleaned the dirt off.



I did get my new 56J running yesterday, but it needs some work before it will be road worthy. I'm excited to have one to drive soon. I have the engine from the donor car completely disassembled and ready to go to the machine shop. That was 6030820, which is no more, RIP. (Too far gone.)

So as a refresher I have 6030178 and now 6031614. The new one has previously been reported and the AT swapped with a 3spd OD, floor shifter. I'll send pictures after I get it cleaned up. It does have the original engine, though the SN is one digit off, I assume in error.



## Jimmie Facklam June 12, 2020

I bought 6800168 from the Virgil Marple estate. Frank I have a total of four 1956 Golden Hawks now.

6032095 Has Chrysler 318 engine with air condition, Cruise and twin spot lights.

6033220 Has 374 eng with 2x4 carb and T10 four speed.

6032631 Has 3spd O/D with power steering and windows.

6800168 Has power front seat.

### Leg Clearance Problem Not Much Between Seat And Steering Wheel

**Nick Nichols** here in San Francisco. I have an issue that has been quite bothersome for several years which has made me think about selling the car. It's the steering wheel rubbing against my right leg as I'm driving. The previous owner had the interior redone many years ago and the front seat bottom has extra padding. While it is comfortable and looks very nice, it is annoying when turning the wheel.

After 18 years of ownership I thought the seat would have worn down a bit, but it hasn't. I guess I could carefully take some of the foam out but I'm afraid the vinyl would be left looking baggy and probably not as comfortable. Short of redoing the entire seat, is there any suggestion you might have so I don't have to sell the car?

**Frank Ambrogio** - The clearance problem between a person's legs and the steering wheel is one that many owners have endured. First, are you sure you have the correct 17" GH steering wheel, and not the 18" President sedan wheel. They look the same, but there is a one inch difference in diameter. If you have the wrong size wheel, I believe the Shrock brothers are still selling the 17" wheels. They are pricey, but also perfect!. See my video at:

<https://www.youtube.com/watch?v=NABdLjYj-hU>

Skip down to the 1 hour and 14 minute mark where I discuss the steering wheel. If you have the correct wheel, see the next paragraph.

Bill Perrin asked about this same problem several months ago when he bought the late Gary Capwell's car. Joe Hall made a suggestion about changing the seats to something from another car. If you don't mind doing that, maybe Joe and/or Bill can let you know how things went for them.

**Joe Hall** - I have changed to modern seats in GT Hawks, but not in any 56J, I prefer just to live with them as they came. I agree with Frank, definitely make sure you have the 17" steering wheel. I once had a 56J a previous owner had installed a 57 steering wheel on, and it was comfortable, I left it in place. The 57 wheel is dished slightly, which brings it up off the legs more and, I believe, it may be slightly smaller in diameter. **NOTE: It**

***is my understanding that the 1957 steering wheel is not a direct mount on a 56J steering column. - FJA***

I have driven mostly 56Js and GT Hawks. No question, the GTs have always been more comfortable than the 56Js, but I just appreciate the 56Js for what they are, and tolerate any inconveniences. It's a small price to pay to drive a legend. LOL

Hang in there Nick, and don't sell your legendary 56J. Drive and enjoy it!

**Nick Nichols** - Thank you Frank. I decided to keep it like Joe suggests. It's a small inconvenience to be able to drive a 56J! Also, my steering wheel is the standard 56J 17" wheel.

I almost sold it to an eager buyer. He was coming with cash in hand and I got cold feet and nixed the sale. He was disappointed I'm sure but understood. I realized that these are getting harder to find and if I sold it, I would probably regret it and wouldn't be able to replace it that easily.

Thanks again and thank you Joe. Nick

### **The Case of the Missing Body # Plate** ***Serial # 6800550 Purchased By Martin Fleming***

Teresa Bennett of Shelton WA purchased the car from Bob Peterson in 2000. The Body # plate (2810), was missing at that time. Bob told her it was gone when he acquired the car. I last heard from Teresa in 2001, and dropped her from the Register in 2006 when she didn't respond to my messages.

Martin Fleming bought the car in 2020. I told him about the Body plate situation and also that the plate from his car was reported to be on Serial # 6800176. When Martin sent his registration, he identified the engine # as 1786. Engine S1786 was also originally in Serial # 6800176.

That car was never registered with us. It should have body # 326, but was reported to have a 289 V8 and the body # tag from Martin's car, namely 2810. It was listed on Ebay in Feb 2018. I believe it was still in California at that time. I sent Martin several items including the production order for his car, and some correspondence I had from Teresa.

Martin Responded: *Hmmn, any guesses as to what transpired here? It appears that they took my body tag and put it in that car and took the engine out of that car and put it in my car. Both my car and that car were in California, so maybe it was done by some person who does a bunch of Studebaker restoration work. Or, what think you?*

I found Bob Peterson's information in the 2018 SDC Roster and passed that on to Martin. He responded with the following:

*In case you wanted to be in the loop on my Golden Hawk sleuthing. I got a hold of Bob Peterson. Super nice guy. Big time Studebaker guy. Has owned/sold 300 over the years. Up until a few years ago he was the largest dealer of Studebaker parts on the west coast. He knew lots of guys out here in Washington who are club members.*

*He did remember the Washington woman and selling her the car. He bought it from a guy in the area and bought it to resell and didn't do anything to it. Just bought it and sold it to her.. Couldn't help about the missing body tag or the curious engine and tag swap.*

*I'll call Teresa and her husband to see if they have any information.*

### **Parts Catalog - Authenticity Guide** ***Printed Versions discontinued***

Due to the high cost of printing, I can no longer offer hard copy versions the 56J Parts Catalog and Authenticity Guide. The price I would have to charge, just to break even is more than I would want to pay if I were the buyer.

They are both available for viewing and/or download on our web site. They are also available on a flash drive.

### **Seat Belt Decals** ***Sold Out***

The batch of 500 seat belt decals that I had reproduced in March 2004 have sold out. Ed Reynolds of Studebaker International bought quite a few of them when I first got them done. This put the project in the black almost immediately. Recently, Brent Hagen purchased the 38 remaining seat belt decals, and I have no plans to reproduce another batch.

These are still available from some of the vendors, including Studebaker International. Please check our sister site at [www.StudebakerVendors.com](http://www.StudebakerVendors.com) to find the vendors who have these in stock.

### **Mail Bonding**



***Letters From Our Readers. (Edited as required.)***

### **Gary Willoughby May 29, 2020**

Thanks for the latest newsletter, Frank. The Jet Streak option (almost) makes me wish I had beefed up my Packard more! Noted your comment on lack of material.

Will try to get my 'Ginny Hawk Journal' article up to snuff and send it in the near future.

I would greatly miss the Newsletter if you ceased publication, but you have gone above and beyond in doing justice to the best model in Studebaker's history. Don't hesitate for a minute if you want to end it

### **Yvon Beaudry May 29, 2020**

Hello Frank . There some news from Me and my 56 .I had to have a surgery for my pancreas cancer the 11 of march 2019 ,and after that I have 13 treatments of chemotherapy. Between the treatments wen I was little bit ok, I worked on my car, which was helping me to forget my troubles. Now my car is finished, I Have to make the alignment and put the licence plate, and go for a ride after over 20 years. I will send some pictures soon. It is a nice car. I have this car since 1968, Im the second owner of it. I hope you didn't have any problem with the virus.

### **Tom Snyder June 02, 2020**

Frank, I hope you are doing OK in today's environment of stupidity and frustrations.

I am trying to get the parts to replace the bushings in the front A arms. I managed to get two bushings from NAPA last year . In talking with Studebaker International I found out that all upper and lowers are not the same as NAPA told me. They (SI) gave me measurements but the pictures do not agree. By chance do you have a page from the parts book that has a photo and/or measurements of the two different bushings? My shop manual has generic photos for replacing the bushings but no info on which is which.

### **Thomas Valenti June 04, 2020**

It has been a while since we corresponded. I am still in the thick of my restoration project of my 56j and have recently ran into a snag.

I had a turner brake system installed, however, the original wheels do not fit. Can you please impart any information you may have to me. Were new wheels bought from you for the car, and are they of factory spec? Or are the reproduction to look like factory? **NOTE, Later, I followed up with Thomas and here is his reply from July 09, 2020**

I did (*resolve the problem*), but it took a lot of creative thinking. I am having a custom set of wheels made that will fit both the brakes and the hubcaps so the car looks STOCK. I am waiting for them to come in... It will have a new size of tire, but, with the thick whitewall it will look good... I hope.

Thank you for the help you have provided and for reaching out!

### **Martin Fleming June 18, 2020**

I don't know where to begin! All of this great information comes as one big gift. The exchange list is great and super helpful. The production order is also very

interesting. So I've already learned now that my engine is not the original one as the engine number now is different than the one listed in the production data sheet (and I know I obtained the correct number because I watched your video as to where to locate it.)

But the real surprise is the correspondence you passed along from the previous owner. That is priceless. I can only imagine how much work you've put into all this. Thank you for your dedication.

### **Gary Willoughby June 25, 2020**

Hi Frank - I've a problem with the State (Tn.) about my registration. They don't have a record of my insurance, although it's paid up and unchanged from 2001 with J. C. Taylor. Checking all records, the serial # is OK. on the driver door post, as is the model plate under the hood. The VIN is a mystery to me; K175556JK7. Could this be a New York Number? Or is there some number on the car I'm missing? It's on the title and, stupidly, I've never noticed it on the paperwork--it's just never come up. Any ideas?

*(Gary: I do believe New York used the engine number (for some reason) on the title. Of all the ID numbers to use, that one is the worst! So many cars no longer have their original engine, plus it is difficult to even find the number. The engine # in your car is K1755, which as you suspected, matches what is on your title. The 56J K7 is of course from the Body # plate. I've attached a copy of the production order. Maybe if you bring this to the State office, you can get the title changed to show the Serial # as the VIN. - FJA)*

That would explain it. I was thinking it might be the 'secret' number' on the rear frame cross member, but that's totally obscured. I've got my production order, somewhere, but thanks for sending it again. My county agent is working on getting the title changed and I'm getting up town in a little while. Will keep you posted.

Think all is well with my title and insurance. My county clerk got pictures of the serial # and no. changes to the state people, with just the serial no. making up the title VIN. I've also changed my insurance from JC Taylor to Hagerty's. They'll cover me in any nonessential driving, and the cost is less than \$200 annual. Wasn't ever really sure if Taylor would cover the car if I wasn't going to an event, which I rarely do anymore. So hopefully, everything can get back to normal.

### **Stephen Ragland August 08, 2020**

I just bought a 1956 Studebaker Golden Hawk from Mr. Facklam. Thanks so much for the information, help, and club! It's a real good feeling to own one of these super cars, and to be a part of this owners club too!

### **Brent Hagen August 19, 2020**

I have been plugging away on my 56J. Next is installation a "new" crate motor engine I have been updating with a Hash oil pump, and all the factory recommended upgrades. My winter project is to assemble a new dash with all gages, wiring, and switches . Have all new wiring

to install as well. With any luck I hope to install the new interior next summer and wrap this 30- year project up

## Here We Grow Again

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

700 Alvin Evans      Serial # 6800285  
 Lubbock TX      Prev Owner John Millichamp

701 Henrik Worziger      Serial 6030300  
 Monaco      Prev Owner Walter Hulzsch

702 Martin Fleming      Serial # 6800550  
 Manson WA      Prev Owner Teresa Bennett

703 Stephen Ragland      Serial 6032631  
 Fayetteville AR      Prev Owner Jimmie Facklam

- \* = 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

228	Registered Owners
287	Cars Registered (includes parts cars)
349	*Cars Reported But Not Registered by Owner
636	<b>Total Cars Registered plus Reported</b>
52	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 Doug Button in 2020 for owners and fans to exchange information. Go to [www.1956gh.com](http://www.1956gh.com) or click on *56J ONLY Message Forum* on our web site home page.

✓ **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](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:



**For Sale-** 1956 Golden Hawk (VIN 6031858) in very good condition inside and outside. Chevy 350 engine in good running order. Manual transmission with Hearst shifter. CD player. Original bumper guards,

wheel house trim, and running board trim (with fasteners), while not currently installed, are in good condition and included. Dark green paint (no rust) and black vinyl roof.

Extra set of mag wheels. Original steering wheel included. Car has been garaged for many years. Good history available, including photos of body restoration. \$21,000.

Email [bhuber@huberarchitect.com](mailto:bhuber@huberarchitect.com) or Call 276-706-0182.

### Older Ads:

**For Sale-** My name is Geoff Gogle. a longtime Studebaker enthusiast from southern/central Africa and for the last 20 years in British Columbia Canada..My 56j

[vin 6800467] is on our 56j roster and we really enjoy the group. For the past 4+ years our once lucrative class8 heavy truck export business has been decimated by much cheaper 6x4 trucks from China..Our severely curtailed business can no longer maintain our large[10+] Studebaker collection not, to mention the engines--transmissions--axles--body and chassis parts etc. We have a documented list of vehicles and parts for interested parties..the model year range is from 1956 to 1964 --coupes--hardtops--sedans and wagons. Any help would be greatly appreciated. Kind Regards  
Geoff & Norma Gogle Mammoth Truck Corporation  
6095 Austin Road, Summerland, Bc Canada V0h 1Z0  
Tel: +1 250 583-9142, Fax: + 1 250 494-1495, Cell: + 250 809-4954. Email: [norma@mammothtrucks.com](mailto:norma@mammothtrucks.com) (11-2019)

**For Sale-** 56 Golden Hawk. One of only 3 originally built in the P5615 Seaside Green solid color. It's still has the 352, 3-speed o/d. It is very solid still and would make a good project. Some trim and the interior were removed , but I have all pieces plus some extras needed for the car. It is currently located in Bartow FL. I have lost storage and would like to see it go to a good home before it continues to deteriorate would like to get \$2500 for the car, but I am open to offers. See Photos Shannon Bruffett, r3pwr@msn.com (813) 546-2900 (07-2019)

**For Sale-** 1956 Golden Hawk Studebaker. Partly assembled project car has new paint. Parts include new interior, rebuilt transmission, brake kit and many other new parts. Approximately 50,000 miles on motor. I drove this car before restoration. Contact Ed at 605-251-1064 or 605-446-3313 [ejordal@siouxvalley.net](mailto:ejordal@siouxvalley.net) (06-2019)

**For sale-** 1956 Golden Hawk 56J-K7 Vin # 6800467, Body # 2676. Engine is a 259 Stude V8 with 3 speed and overdrive. This is a running project car, needs total restoration, it has a title If you are interested or know someone who is, you can contact me (Geoff Gogle) on phone 1-250-583-9142. We are located in Summerland BC Canada or email normageoff@gmail.com or norma@mammothtrucks.com (04-2019)

**For sale-** 1956 Golden Hawk I checked the odometer: It reads 74,536.8, which is verified the original mileage. The engine is sound & runs good, and even the transmission operates smoothly with no leaks. I am the 2nd owner of the car and have even kept a lot of maintenance records from the 60's including a number of original documents, service records, and glove compartment owner's manuals, etc., that also go with the car. I used to drive the car on occasion up to about 5 years ago and is now stored safely. The floor boards & trunk panels are in excellent/near like new condition, carpets have been removed to prevent moisture damage. The interior, glass, & chrome are all original and in excellent shape. Brake system was all replaced some years ago, but may need attention after long storage. The exhaust system needs replacement. The only sheet metal repair needed would be the usual rust area on the front fenders. They were cosmetically done some years ago along with a re-paint in those areas. Although

serviceable the way it is, that would be the one thing that should be addressed. Matt Opack Email: [opackjr@gmail.com](mailto:opackjr@gmail.com) 4234 Turner Road Duluth, MN 55803 Cell: 218-348-4234 (05-2018)

**For sale-** I am toying with the idea of selling 3 of my 4 1956 Golden Hawks. They are all project cars, but one is very complete with correct number engine and AT out of car. One other car is restorable with parts that I have. Other car could be restorable or more likely transformed into a modified. I have the correct numbered engines and ATs for these cars as well. I am considering selling them for a value of \$7500 and all 3 have correct NV titles. Anyone interested in these can contact me at [rcapurro1@gmail.com](mailto:rcapurro1@gmail.com). I can take pictures at later time if there is interest in these. I would prefer NOT to separate them, but if I did, the price would go up on each unit. (01-2018)

**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 (01-2018).

**For sale-** 1956 Golden Hawk. Black color. Everything except interior done. All interior original pieces included. Chrome straightened. Metal springs for front and back seats. Garaged. Jeanette Masten 417-766-6592 (08-2015)

**For sale-** AC-2754 Exhaust extension. Originally available on 1956 Hawks and station wagons. Chrome finish. Dresses up tailpipe and prevents gasses from marring car finish. ea. 1-104 Oil Filter Decal. 1-083 Valve Cover Decal (2 required). 25-001 American Bosch. 2" X 1-1/2" Wiper Motor Decal. For prices, shipping fees, and availability, Contact: Studebaker International, 111 Aiken Street Hope, IN 47246, 317-462-3124, FAX 317-462-8891, Website: [www.studebaker-intl.com](http://www.studebaker-intl.com) Email: [jim@studebaker-intl.com](mailto:jim@studebaker-intl.com) (01-2019)

**For sale-** Recast Steering Wheel PN 1540647, white, 17", just like the original, includes the four rings around the ribbed area. Inquire for prices. Shrock Body Shop, 3999 Tyrone Pike, Coalport PA 16627. [www.shrockbrothers.com/](http://www.shrockbrothers.com/) (09-2018)

**For sale-** 1956 Golden Hawk and Sky Hawk headliner trim bows now available!! One set consisting of 3 pieces with ends tapered. \$89.95 per set (includes shipping). Contact Myron McDonald at 417-678-4466 or cell 417-229-2603 (09-2018)

**For sale-** Three 1956 Golden Hawk engines. One includes the automatic transmission, one includes the manual transmission, and one is just the engine. Tom Gallagher 440-986-6611 (Ohio, Leave a Message). (05-2018)

**For sale-** PerTronix #1382 and PerTronix II #91382 Ignitor for Autolite IBJ-4001C D, & E distributors. Call or write for current pricing and shipping information. Please

mention Golden Hawk Newsletter when ordering. Matt Rosa, Ponderosa Mustang, 850-857-1084 [FORD6566@aol.com](mailto:FORD6566@aol.com) [www.PonderosaMustang.com](http://www.PonderosaMustang.com) (01-2018)

**For sale-** Rebuilt Packard water pumps for sale(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. Many good new & 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)

**For sale-** Book, Studebaker's Hidden Treasure: The History and Design of the Studebaker Golden Hawk, by Mark L James. In this brand new book you'll read about one of the most iconic American performance pioneers of all time- the legendary Studebaker Golden Hawk. DON'T MISS IT!!! Hardbound, 88 pages, great photos \$29.95 plus shipping. [www.oldemilfordpress.com](http://www.oldemilfordpress.com) (814) 883-8067 10-2017

**For sale-** Hi: My name is Dave "Buz" Kinkel, member SDC. We build 1/43 scale white metal model cars and have just produced 1956 Golden Hawks in 2 color schemes, Ceramic Green/Snowcap White and Tangerine/Snowcap White. If you would like to let your members know about them, they can be seen on our website [www.route66modelcarstore.com](http://www.route66modelcarstore.com) =. Thank you. Love '56 Golden Hawks! Dave "Buz" 08-2016

**For sale-** A large stock of Studebaker parts from 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. Over 40 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet IL 60432, 815-722-7262, Internet: [studebaker@mac.com](mailto:studebaker@mac.com) (04-2015)

**For sale-** Adhesive Vinyl Inserts, for all 1956-1961 Studebakers with full wheel cover (AC 2799). Enough vinyl inserts to apply to 4 hubcaps, with spare inserts. Directions are included \$27.50, includes shipping in the continental U.S. Right Impression, 319 S Chestnut St, Kimball, NE 69145, Phone/Fax:(308) 235-3386 [rimpres@earthlink.net](mailto:rimpres@earthlink.net) <https://www.brassnamebadge.com/> (04-2015)

**For sale-** Packard V8 engines built to your specifications. I have any and all new and used parts for your Packard V8. [PackardV8@comcast.net](mailto:PackardV8@comcast.net) with questions or requests. Jack Vines, 3227 E. 28th Avenue, Spokane, WA 99223

**56J Register Items For Sale**  
*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.)



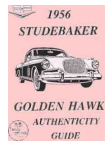
\$20.00

**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.**  
**No Longer Available**



**1956 Studebaker Golden Hawk Authenticity Guide.**  
**No Longer Available**



**Decals-Tags-**

- Oil Filler Cap**, blue/buff \$ 3.00
- Oil Bath**, yellow/black \$ 4.00
- 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

- **Doug Button** has created a new 56J Only message forum to replace the deleted Yahoo forum.
  - **Gus Daub** asks about the color of the Carter WCFB carburetor used on the 1956 Golden Hawk.
  - **Doug Button and Jimmie Facklam** purchased the two 56Js from the Virgil Marple auction.
  - **Nick Nichols** asks about the leg clearance problem between the seat and the bottom of the steering wheel.
  - **Martin Fleming** bought the 56J owned by Teresa Bennett, which is missing the Body # plate.
  - **Printed versions** of the Parts Catalog and Authenticity Guide are discontinued due to the high cost of printing.
  - **The Seat Belt Decals** we had reproduced in 2004 have sold out. They are still available from other vendors.
  - **Gary Willoughby** comments on his engine rebuild project and the newsletter.
  - **Yvon Beaudry** hopes to drive his car for the first time in 20 years.
  - **Tom Snyder** is working on replacing the bushings in the front A arms.
  - **Thomas Valenti** is having problems with the wheels after converting to disc brakes.
  - **Gary Willoughby** had a problem with the State Tag office regarding the ID # of his 1956 Golden Hawk.
  - **Stephen Ragland** is enjoying his new purchase of a 1956 Golden Hawk.
  - **Brent Hagen** hopes to get his long term 56J project completed next year.
  - 
  - 
  -
- **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**