



56J ONLY

THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Number 099

Established January 1, 1989

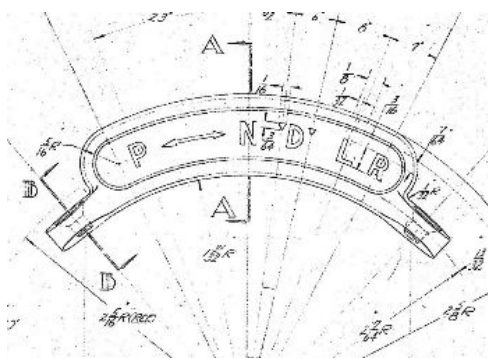
June 2021

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

Details On Making the 56J Shift Quadrant From Brent Hagen

Along with the 56J steering wheels, the 56J only shift dial quadrants haven't withstood the test of time, mainly due to the poor quality of plastics used back in the 1950's.

In 2003 Bill Glass partnered with Shrock Brothers to fabricate some reproduction shift dials in metal/plastic. It was a one-time small production run requiring many hours of hand finishing. After Bill passed away I approached the Shrock Brothers about making another run. David Shrock mentioned they might make the pieces but wanted no part of the time consuming finishing work. This never happened and Shrock Brothers closed last year. I was discussing this with my son Luke, a talented mechanical engineer.



He suggested I obtain a copy of the original factory prints from the *Studebaker National Museum*. Using the prints and an NOS sample I provided, he drew up the quadrant on a C.A.D. program and had it 3D printed**. The quadrants were printed in clear plastic but in raw form have a rough surface finish. This requires several hours of sanding and polishing of each dial before the painting of the letters and the dial housings. Masking the dials before painting the housing proved to be difficult. I was fortunate to have help from a friend who is an excellent scale auto modeler to do the masking and painting.

These new shift dials are available for \$65 ppd (USA)

Here are some "Technical" comments from Luke, regarding the shift dial quadrant.

The shift dial selector for the 1956 Golden Hawk is now able to be economically reproduced in small batches using *Stereolithography** (SLA) 3D printing technologies. SLA forms a part by using a laser to cure a liquid resin. SLA was the perfect process for the shift dial quadrant as it is the most accurate (finest detail) form of 3D printing and it is also one of the few means of making a transparent part using a clear resin.



Before the shift dials could be 3D printed, there first had to be a 3D model. In the past reproductions were made by "reverse casting" an original shift dial. This was not really feasible without access to a 3D scanner. Fortunately, the original part drawing was available from the Studebaker National Museum Archives. Using the original part drawing a 3D digital model was created using 3D parametric modeling software (see attached image of the 3D model).

An interesting fact is that the original Studebaker part does not match the Studebaker print! In the print, the letter D has a full radius to the D (see attached image from the factory drawing). The actual part has a more squared off D. One possible explanation is that the manufacturer of the dial (parts such as these Studebaker outsourced to suppliers) had a pre-existing font for shift letters and used the "D" that they had rather than make a new one to match the print. As there is no note in the revision comments on the drawing it must not have been a concern at the time. Unaware of the discrepancy, the first dial that was reproduced was made to match the print exactly. Upon inspecting it was discovered the D of the original part didn't match the print.

The 3D model was modified to match the original part (not the print) so the reproductions are true reproductions of the original part.

***Ster-e-o-li-thog-ra-phy** *A technique or process for creating three-dimensional objects, in which a computer-controlled moving laser beam is used to build up the required structure, layer by layer, from a liquid polymer that hardens on contact with laser light.*

****3D printing** - *The action or process of making a physical object from a three-dimensional digital model, typically by laying down many thin layers of a material in succession. "if you use 3D printing for prototypes you will simply be able to go to market faster".*

NOTE: Our next project is the Hawk turn-signal/ high beam lamp section of the dash (See page 3). Studebaker used cardboard for the light tubes, most are shot after all these years. The green and red plastic lenses have shrunk and wrinkled and have not held up well either. Hope to have a whole inner assembly replacement for them soon. These were used on all the Hawks and even with the GT Hawks. - Brent

Not Our First Rodeo

Earlier Attempts At Producing The Steering Wheel And Shift Quadrant. From Frank Ambrogio

Even before The Shrock Brothers reproduced the steering wheels, and Bill Glass and the Shrock Brothers produced the shift quadrants, a limited supply of both was produced.

Steering Wheels - In 1992, I contacted Alger G. Dole of W.W. Motorcars Inc. In Broadway VA. Using the wheel from my second 56J, they created a mold and offered the wheels for sale. The wheel from my car was not the greatest, but wasn't nearly as bad as the wheel on my other 56J. It had some cracks around the rim, and had a crack on the top and bottom side of the left horizontal spoke, where it met the center hub.

They did a decent job and I was happy with both wheels. Unfortunately, both of the wheels I purchased developed that same set of horizontal spoke cracks about 5 years later.

Also in 1992, Robert Palmer of Sarasota FL had his car's steering wheel remanufactured by Automotive Specialties of Seffner FL. He was very happy with the result, but as far as I know, this firm did not produce any more wheels. I don't know if anyone else contacted them to have a wheel created. Robert passed away 1999. Bill Hughes of Newtown PA is still the registered owner of that car, but I haven't heard from him in several years. I don't know how well that steering wheel held up.



Dale Rossman of Holland MI registered his 56J in 1995. His wife, Carole worked at some kind of a plastics shop. She was able to make a mold of their car's 56J steering wheel, and made a new one for their car. Owner Jack Nordstrom obtained the mold from Carole in 1999, but his attempt to reproduce the wheels ended badly in 2002. It seemed that the Rossman's original wheel, from which the mold was made, produced a wheel lacking the definition of the ribs that were located between the two chrome rings. Jack did produce several wheels, but they did not hold up to even limited usage. He finally abandoned the project when he could not come up with a durable casting material combination.

In 2003, Brent Hagen reported receiving a reproduction wheel from Don Eash of South Fork PA. Brent was very happy with the wheel he received, but I don't know if anyone else bought wheels from Don.

The Shrock Brothers began work on the 56J Steering Wheel in 2003, and by 2004 produced, arguably, the best quality wheel of the bunch. These were offered for the next 16 years, and by far became their best selling wheel. Unfortunately, illness forced them to close up shop in 2020, and the steering wheel mold was sold to Rex Miltenberger of Niles MI. I wrote to Rex regarding the future of the wheels, but, as is often the case, did not receive a reply.

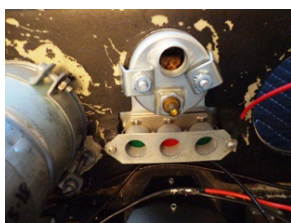
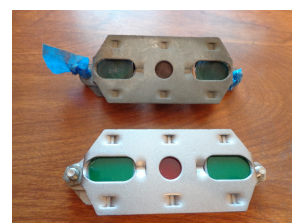
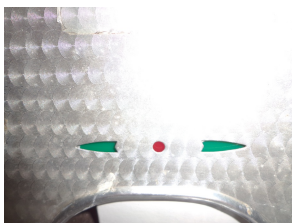
Shift Quadrant: In 1998, the aforementioned Carole Rossman also produced a couple of shift quadrants, and sent one to me for approval. It looked perfect when I compared it to the NOS one I had purchased about 10 years earlier. She began selling these at a very reasonable price. I don't know how many she sold, but she stopped making the shift quadrants after her husband, Dale, passed away in 2000, and she sold their car. She told me she had a few that she needed to complete, and would send them to me when she finished them. However, she sold her home, moved, and we lost contact. I never received the remaining shift quadrants.

As mentioned in Brent's comments above, Bill Glass worked with the Shrock Brothers to get a new supply of the shift quadrants in 2003. He sold those for the next 10 years until his passing in 2013.

As you can see, through the decades, we have been fortunate to have people willing to invest the time and money to create some of the more hard to find items for our cars.

New - Tell-Tale Light Tubes And Lenses *From Brent Hagen*

New 1956 thru 1961 Hawk dash light tubes are now available. Originally these three tubes, p/n 537874, were made of cardboard. The lenses, p/n 536858 & 536859 two green and one red (Hi-beam) were thin plastic. Over the years moisture has destroyed most of the cardboard tubes. Heat has caused most of the plastic lenses to shrink and buckle. In addition, the original tubes and lenses were difficult to assemble without them falling out of the bracket, they were so fragile.



I have received numerous requests for these parts over the years. After discussing this with my son, we came up with a replacement that is far superior to the original pieces. The three light tubes are made of special three-D printed plastic and are connected together to make for easy installation. New, thicker lenses are recessed snugly into the light tube assembly, so no worry of them rattling loose and falling out.

You can use your old mounting brackets if you like- just install the lamp tube assembly, available for \$25. Also available are a few light tube assemblies with the mounting brackets for \$45. See pictures.

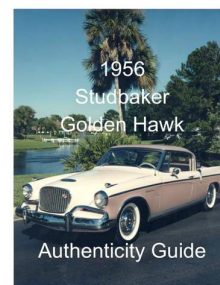
New Authenticity Guide - Update *Great Job By Doug Button*

As reported in the last issue of 56J Only, Doug Button had embarked on a mission to get the new Authenticity Guide printed in full color.

The printing was completed and Doug handled the distribution of the Guides in early March. He made some extra copies to offer to any procrastinators and new 56J registrants.

Doug still has a few Guides left, so if you missed out earlier, you may still be able to get your copy. If you have any questions, you can contact Doug directly.

Doug Button Email: accounts@timemachines.net, Phone: 844-788-3344



The Noisy Lifters Saga Continues *From Robert Brewster*

I'm the new owner of serial number #6800183. You may know the car. I purchased it from Jim and Barb Anderson (Dundas, ON) who owned it for about two years. They traded their Avanti to Ray Martin for the car. The Andersons have been great, providing me with extensive details from their perspective.

Unfortunately, since Ray passed my following two questions can't easily be answered, though notes the Andersons provided help and give me a clue.

With the weather breaking here (western NC) I've been driving the car on longer journeys; and enjoying it more



each time. When I returned yesterday I noticed a slight "ticking" noise. If the engine was a "solid lifter" car I wouldn't have given it a second thought. And, if I might add, it wasn't a sound like all valves were making the noise. Again, it wasn't loud, just noticeable to my ear.

This engine is fresh: I don't think the Andersons drove it much at all. Mrs. Anderson's remarks to me and her notes reflect this:

Maybe it's simple: Drive the car and adjust the valves as it breaks in. I read your bulletin on Noisy Lifters yet noticed it was from a long time ago Should I worry about the correct oil pump being used during the rebuild? That's Question #1

Power Brakes

Question #2- This may be part of the valve noise and may be connected: Barb and Jim referred to the car having a "high lift cam." First off, I've had issues with changing from original and unless I was "building a car" for a certain use. Then, I might dial in a modified cam formula. This engine would not be that one. But be that as it may, the choice was a good one in that the engine idles smoothly and runs strong real strong!

The brakes have been converted to front disc. The thing is other than making a periodic, and annoying noise the "hydrovac" system is totally ineffective; as if it isn't even connected to the booster. The car stops straight as an arrow, and short as well, if you use both feet!
Any Thoughts?

I so appreciate your time and support you give to these models! I read this Noisy Lifters report on the web site and didn't sleep too well??

Reply from Jack Vines:

Hi, Robert, Without more specifics on the "high-lift cam", we're in a dark room searching for a black cat which may have already escaped.

If this were an original specification engine, we'd suggest replacing the oil pump with our Oldsmobile oil pump conversion. This solves the clicking lifter problem most times.

In your case, it's unknowable until you confirm if your engine might have been converted to solid lifters. The most common evidence of this is adjustable ends on the pushrods. There have been a couple of Packard V8s converted to adjustable rocker arms. If you see neither of these, it's most likely a reground hydraulic lifter cam.

PM me if you decide to go with the Oldsmobile oil pump conversion.

Reply From Joe Hall:

Clicking lifters are one of the biggest PITA with our 56Js, and 55-56 Packard V8s as well. I recall the one I drove in high school in the late 1960s had one lifter that ticked. I about 10-15 years ago I drove another one for 41,000 miles, on a fresh rebuild that included reground cam and new lifters, and it had one lifter that ticked. I have driven the blue & white 56J over 160,000 miles now, and replaced all lifters twice in the 100,000 miles between rebuilds, due to one or more lifters' ticking, usually coming and going. New lifters fixed it for another 30,000 to 40,000 miles each time. I currently have a tick on the same motor after the last rebuild about 10,000 miles ago, and it has been a frustration, have swapped cams twice, and lifters 2-3 times. Since nothing has reduced the tick intros motor, I am beginning to think it may be some sort of fluke, i.e. front cam bearing improperly installed.

As for multiple lifters ticking after stopping and idling after several miles of driving and warmed up, I have fixed those with rebuilt / upgraded oil pumps. I have used Packard Intl's version upgrade, and Max Merrit's version. They are different, but both work well. I have also installed two of the Olds pumps (Packard V8 community likes to call them 'Melling' pumps), and they work great. They work so well, i.e. pump extra volume & pressure, a few other things must be addressed simultaneously: since the drips at the rocker arms become streams (like they shoulda in 1955-56), the valve spring shrouds must be bent carefully to deflect the streams, otherwise oil will eventually get past the seals and into the combustion chamber. Also a good idea to install new valve seals, if not pliable when poked lightly with a screwdriver tip. The OEM umbrella seals work fine. Also, in both my cases, the HO (high output) Olds pump put out too much volume and pressure; I could not stop oil from pushing past the modern, neoprene rear main seal, which I prefer. Trust me, the OEM Olds pump is more than adequate. Also, to reduce back pressure on the rear main seal, I enlarged the oil drain-down slot in the rear main bearing cap considerably.

With your car, I'd start with a new set of lifters, preferably NOS, or at least brand name. Avoid offshore repro junk. If new lifters did not fix the problem, I'd install an upgraded pump or, even better, an Olds pump. Jack ironed the bugs

out of the Olds pump mod when he took it over from the original inventor (forgot his name), so he could fix you up with the latest /best version. (Wish I had used his, but mine was before Jack took it over.) Again, do NOT use a HO Olds pump, use an OEM style.

Hope this helps, and sorry if I seem sarcastic about 56J lifters, but they have been a PITA over the decades.

Robert's Decision:

Thank you Frank, For sending me in the right direction. I can't thank you guys enough fro your responses. I think I created an issue in my head, one that resolved itself, by driving it!

This car was a show car and has seen virtually NO use since its rebuild in the early 2000's. I know about "nut and bolt"• rebuilds and the squawk list items that never seem to be completed.

That said The Andersons who owned it for the last two years, sorted many issues, though barely drove it. The oil pump WAS converted to the Olds type.

So, I decided- drive the car! And drive it I did. Most of that was at highway speeds between 55 and 75 mph. The valves/rockers are quiet, nothing out of the ordinary.

It's clear that the car was professionally rebuilt and with the highest attention to detail. I'll just work out the bugs.



Mail Bonding



Letters From Our Readers. (Edited as required.)

Ron Wenger January 27, 2021

Yes Frank I still have my 56 Hawk. It has complete MOPAR drive train in it. Think I told you that before. Bought from the original. owner back in 1991. Had it out to show back in September, and it ran like a raped ape. It spends a lot of time in my garage under a car cover. Thanx for what you do for the 56 Hawk guys. Take care

Steve cole Sydney Australia. February 5, 2021

Frank .been a while since I've emailed. still enjoying the newsletter. After putting up with the shoddy rebuild on the 352 for 16 years I have had the motor rebuilt by a recommended motor reconditioner along with some modifications to make it an everyday driver .I now have electronic ignition .oil pump modified and relocated at the bottom rear of motor, fitted air con.

I have a few shots of the motor and air con attached along with an Australian 1972 valiant charger I have just finished restoring. Keep up the good work on the best looking car of the 50s and 60s by a country mile.



Martin Rumfelt February 11, 2021

Still currently have a running and driveable 1956 Studebaker Golden Hawk. Still no Studebaker groups in San Antonio. I belong to Alamo City Rods and before Covid hit, used to drive it to a lot of events. I purchases the USB drive with all the Studebaker references and still refer to it and your letter from time to time.

Ron Johnson February 11, 2021

The South Bend Road Oiler meet is in S Bend, so I am likely to go-maybe see you there? I have a lot of C-K stuff to unload myself--a few spare SKYPOWER 352 parts to maybe keep. All is good here--driving a couple vintage flathead open wheel race cars on the street, still running the V8-60 midget, a herd of vintage bikes, and now up to 5 antique aeroplanes----why??/ cause I can. It's been just shy of 50 years for the mighty G Hawk--*olde crate* still hauls "A" down the road in OD.

Marie Lewis March 04,2021

Sorry I have been so late in replying to you. I have had some "old age" issues including a knee replacement. I have sold my 1956 Golden Hawk to a local person. I will try and find the name for you. My husband handled it for me. I want

to continue to receive the newsletter. I know I am in arrears for things, so please let me know what I owe and I will remit. **(NOTE: There is no charge to receive the newsletter via the Internet. - FA)**

How are you and your wife doing? I knew you sold at least one of your cars. It was sad for me to let "Pinky" go but I wasn't driving her and knew she would just deteriorate. I thank you so much for helping me to find her. I realized my dream. My Dad is proud, I know!

Jeff Weaver May 02, 2021

Frank, thank you for sending me this information. I'm new to Studebakers. I ended up with this car by chance due to an estate sale. Not what I normally collect but due to your extensive research and website, I think I may be hooked.

I just wanted to personally thank you for all the hard work you have done to make me understand more about these cars so easy. I assure you that without your info, I would have sold this car without giving it a chance to be in my collection. I also understand how much hard work and time went into what you have done. Thank you again.

NOTE: Jeff joined SDC the next week, and bought a 1964 Daytona the week after. I get the credit for our success, but I'm just the straw that stirs the drink. We wouldn't have lasted for over 30 years without communication and teamwork. You supplied so much material for the newsletter, provided help to other owners, restored, showed, or regularly drove your 56J to keep us in the game. Some provided parts to help others get/keep their project on the road. - Frank

Here We Grow Again

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

706 Ed Capozzi	Lakeville MA	Serial # 6030610	Previous Owner Paul Silvester MA
707 Jeff Weaver	Wilmington NC	Serial # 6030712	Previous Owner Larry Pack NC
708 Stephen Preslicka	Sidney NE	Serial 6033211*, 6032598*, 6030863*	

* = 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

219	Registered Owners
278	Cars Registered (includes parts cars)
362	*Cars Reported But Not Registered by Owner
640	Total Cars Registered plus Reported
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 also get it from 10 others. 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.

✓ **Phone Calls,** We *don't* answer the phone anymore due to the number of scams and crank calls. I prefer email, but if you *must* call, **leave a message**.

✓ **56J ONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on 56J ONLY Message Forum on our home page, www.1956GoldenHawk.com.

✓ **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 website. You can read it, download it, and/or print it at your leisure. If you can't view it on the website, let me know, 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.** This costs me a couple bucks, but the mangling, ripping, and stains are free.

✓ **The Four Year Rule** - If I haven't heard from or about you 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 and/or still own a 56J.

Want Ads

Due to the dramatic increase in printing costs, We only print new ads in the newsletter. The full listing of Want Ads is posted on our web site at: www.1956GoldenHawk.com (Click on Want Ads)

Check out our sister site at: www.StudebakerVendors.com With links to over 150 vendors doing business on-line. If you don't have Internet smarts, ask your grand kids for help!

New Ads Since the last issue: -
(NONE)

56J Club Items

All Proceeds Help Maintain the Register

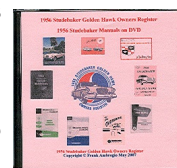
Some Items are *free* to view or download on our web site or can also be ordered on-line



\$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



\$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 shown above)

1956 Studebaker Golden Hawk Parts Catalog (Posted on our web site).

Printed copies, No Longer Available due to high printing cost

Available as a .pdf download.

1956 Studebaker Golden Hawk Authenticity Guide (Posted on our web site).

Printed copies, are no Longer Available from our Register

A batch of the new color issues was created in 2021 by Doug Button.

Contact Doug Button, Email: accounts@timemachines.net, Phone: 844-788-3344



Decals-Tags-

Oil Filler Cap, Dark blue/buff

\$ 3.00

Oil Bath, yellow/black

\$ 4.00

Generator Field Terminal Tag, red

\$ 1.50

Owners Roster - (For Registered owners only) send Email, or SASE for printed copy

Make Checks Payable to: Frank Ambrogio.

In this Issue

- **Brent Hagen** has completed his quest to reproduce the Ultramatic shift quadrant indicator.
- **A little history** regarding the reproduction of steering wheels and shift quadrants is provided.
- **Brent Hagen** has manufactured new Tell-Tale turn signal light tube kits for 1956 - 1961 Hawk models.
- **Doug Button** still has a few color printed copies of the new Authenticity Guide available.
- **Robert Brewster** gets some advice regarding the noisy lifter problem that we are all familiar with.
- **Martin Rumfelt** is ready to get back on the road and is enjoying all the references on the flash drive.
- **Ron Johnson** has lots of C-K parts to get rid of, and still gets a kick out of the 352 Sky Power V8
- **Marie Lewis** has sold her car, but is happy to have had the experience.
- **Jeff Weaver** decided to take a chance on a Studebaker because of our web site.

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- **NOTES:**
- **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!
- **56JONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on *56JONLY Message Forum* on our home page.



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For the Type "J" Personality