



# 56J ONLY

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

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

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### Ultramatic

By John F Katz

*Reprinted with permission from Special Interest Autos, a publication of Hemmings Motor News*

GM was the first automaker to introduce a modern, fully automatic transmission. Second was Packard, which launched its Ultramatic in mid-1949. None of the other independents ever built an automatic of their own. Even Ford wouldn't have its own automatic until '51, and Chrysler would debut its PowerFlite in mid-'53.

Even more remarkably, the Packard Ultramatic — at least in theory— combined the best characteristics of the HydraMatic and the Dynaflo in a way that GM wouldn't even approach until the sixties.

Packard chief research engineer Forest M. McFarland had been experimenting with torque converters for as long as anyone at GM. Wartime projects diverted his attention for awhile, but then McFarland—assisted by development project engineer Warren Bopp and staff engineer Herbert Misch—returned to his automatic transmission research in 1944.

McFarland was convinced that he could improve on GM's corporate HydraMatic and its "godawful number of shifts." With a simple fluid coupling that provided no torque multiplication, HydraMatic delivered relatively good engine braking and little "slip" but depended on a four-speed gearset for acceleration. Buick's Dynaflo torque converter, McFarland believed, was closer to the mark, but it, allowed so much slip it felt as though it "Was in second gear all the time."

McFarland's solution was a twin-turbine torque converter with an even higher maximum ratio than Buick's. As in the Dynaflo, a planetary gearset provided reverse and an emergency low. Ultramatic drivers could select High range and rely exclusively on the converter for smooth, unhurried starts (like a Dynaflo), or select Drive to accelerate in low gear and then automatically shift up to high (like Chevrolet's Powerglide). Naturally, Packard also provided a Low position to lock the transmission in low gear.

But what made Ultramatic unique was an internal, 11-inch, oil-bathed cork clutch that locked the torque converter solid at cruising speed. This combination of features gave Ultramatic the smoothness of a Dynaflo,

with superior torque multiplication, plus—once the clutch engaged—the engine braking and fuel efficiency of a manual gearbox.

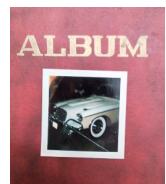
GM used locking converters on its buses, and in 1956 Borg-Warner added a lock-up clutch to the automatic transmission It supplied to Studebaker and Jaguar (a hybrid unit that depended on both a torque converter and a three-speed gearset for torque multiplication). But it wasn't until Chrysler reinvented the idea in 1978 that any of the Big Three offered a locking converter on a passenger car.

For Packard, the Ultramatic would prove more of an engineering achievement than a business success. The company poured \$15 million into Ultramatic, and by 1954 still hadn't sold enough cars to recoup its investment. It was hoped that the merger with Studebaker would create a whole new market for Ultramatic. But the two-speed transmission proved a poor match for the underpowered, six-cylinder Champion, and was judged only "moderately satisfactory" with the Studebaker V-8s. Ultimately, it couldn't compete cost-wise with off-the-shelf units available from Borg-Warner or Detroit Gear, and so it expired with the last of the traditional Packards at the end of 1956.

### The Resurrection Of 6030610 Project (Part 2)

From Ed Capozzi

**NOTE: Ed bought this 1956 Golden Hawk in 1968 and sold it in 1979. He repurchased it in 2021, from that buyer's son and is now working on this reclamation project. It sat for over 30 years outdoors in Massachusetts. Ed has agreed to provide a running account of his progress Hopefully, his reports will inspire others to get busy on their own project.**



**10-09-21** - The Packard engine is turning nicely, however I'm not going to try and start it till the bodywork is further along. In reality, it hasn't run in over 40 years, so I want to take the heads off and at least get a valve job done.

and probably install new cast iron piston rings & bearings. and, hopefully, a Jack Vine Olds oil pump conversion.



I have photos of a few bolt on parts that have been sand blasted & primed. I have quite a few other smaller parts done up in this fashion.

By the way, that's a NOS C-K fuel tank

which I 'won' with a group of '55 Speedster parts I purchased a few years ago. I almost sold it, as my Speedster already had a new tank. Sure glad I didn't, as the 56J definitely needed a new fuel tank!



**1956 Clipper Engine**

**10-28-21** - Just yesterday I received a 1956 Packard 'Clipper' engine from French Lake Auto Parts.nicely shipped on custom cradle & shrink wrapped. Shipping invoice said 815 lbs!!

This '56 engine should have the improved oil pump, and have

identical compression ratio as a 56J would have, whereas '55 Packard engines had less engine complete from generator to starter!

**01-15-22** - All is well here...My Golden Hawk has been bundled up and tucked away till Spring....*Very Well Protected!*

I am accomplishing some 'minor victories' on the car....pieces that I can easily take to work and play with there!

I was pleasantly surprised to see that the internal condition of the 'spare' Packard Clipper 352 engine I purchased is remarkably good! I'm lucky about that, as I purchased it with the understanding that it was 'locked up'...and I was basically buying it for extra parts I might need later on.

The rear fenders are actually quite good ...I replaced them with NOS back when I first owned car...The front fenders are *saveable*, although I have a pair of NOS front fenders I may use.

Big job..but I see this Hawk as my last Studebaker restoration..so I'll play around with it and see what happens!!

I envy you in that gorgeous Florida weather...it's 11<sup>0</sup> outside my home right now!

## Close Calls By Frank Ambrogio

During the years that I owned my two 1956 Golden Hawks, there were several instances where the result could have been serious, disastrous, or even catastrophic. Sometimes it was my lack of mechanical skill, sometimes it was laziness, sometimes it was stupidity, and sometimes it was just bad luck. Below are a few examples.

✓**B**efore I finished restoring my first 56J, I kept it parked outside by the side of the house under a carport. The car was safe to drive, but not worth putting in the garage and leaving one of my *normal* cars outside. I changed the battery cables and felt good knowing the job was done, and I probably wouldn't have to worry about this ever again. I was happy to have been able to connect that positive cable to the solenoid under the car, on top of the starter. Under the car was not my favorite place to be.



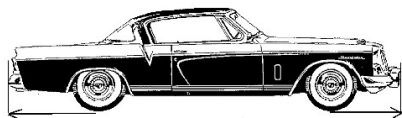
**Engine Compartment  
Before The Fire**

I don't remember how much later it was, but I needed to charge the battery, and hooked the charger. I was in the back yard and heard a funny noise. My first thought was the 56J, so I headed in that direction, approaching from the rear. What I saw was some smoke coming from under the raised hood. My first thought was that I was going to burn the house down *and get a reprimand from the home owners association.*

I ran into the house and yelled to my wife, "call the fire department, the car's on fire", then ran back outside. In a panic, I found a shower curtain in the garage that I sometimes used to lay on when I was working under the car. I tried to snuff out the fire, but the vinyl curtain was not up to the task. I grabbed the hose and sprayed water on the fire and it was extinguished. Upon arriving, the firemen asked if I had the ignition turned on during the charging cycle (come on now, I'm not *that* stupid!). They disconnected the battery, and headed to the next destination.

A week or so later, a friend from work came over and said there was juice at the resister on the firewall. We discovered that when I connected the battery cable to the solenoid, the metal edge of the cable connection made contact with one of the smaller terminals. The result, the top of the coil blew off. The horizontal mounting caused the contents of the coil to hit the firewall and began burning some of the wires near the resister. I corrected the battery cable connection, and had an electrical shop rewire the affected area. I was never able to remove those black spots from the freshly painted firewall, so they served as a periodic reminder of the *exciting*

episode. I guess, that cable connection mishap was the equivalent to leaving the ignition on (*so maybe I was that stupid*).



√One time I had to do some work under the hood on one of the cars. I decided to back the car into the

garage so that the front end would be facing the outside, and I would have more light. I had a five foot long 1X3 by each car, that I placed by the back wheels. When I'd pull the cars into the garage, I would stop when I pulled over the piece of wood, and the cars would be position so I would have room at the front and rear. When I pulled in backward, I moved that 1X3 to put it in front of the front tires, closer to the entrance.

When I finished, I pulled the car in forward as normal, and stopped when I drove over (repositioned) the 1X3. I went into the house and hit the button to close the garage door. The next time I went to go for a 56Joy ride, I noticed the car seemed much further back than the other car. It then dawned on me that I had previously moved that 1X3, and didn't put it back in the correct spot.

Since I had moved the 1X3 closer to the entrance, the car was further back than normal. When I got to the back of the car to check the damage, I found the door was less than an inch away from the bumper.

√I finished the restoration of my first 56J in 1988 and in late April, I drove it to its first show in New Smyrna Beach, about a one hour drive from my home. As we got close to out destination, I could smell smoke in the air. There had been several fires in the area, and I assumed that was the source of the smell.

On the way home, the smoke smell got much worse, to the point where smoke was entering the car's interior. All the gauges were working, and other than having difficulty breathing and seeing, we pressed onward with just a few miles to go. OK, not the smartest thing to do, given the circumstances.

When I got home, I parked in front of the garage and raised the hood. After looking around the engine compartment I noticed a 4X4 block of wood wedged between the frame and the exhaust pipe on the driver side. It was charred quite nicely and still smoking when I removed it.

I had recently had the transmission rebuilt, and apparently the shop used the wood to hold the exhaust pipe in place when they disconnected it from the exhaust manifold. My brand new interior smelled like smoke for about a year when I made another discovery. This time it was a 2X4 block, on the passenger side, from that same transmission rebuild. The smoke smell finally went away after several trips with all the windows down, *in true hardtop style*.

√The clincher happened in 1989. For years I had read about the superior benefits of silicone brake fluid. I decided to convert both 56Js to this amazing DOT-5 elixir. Less than a month later, I started seeing reports warning that this fluid caused failure of the type of brake light switch as used in our cars. Over the next few years, I replaced the switch in each car every 6 to 12 months, usually after someone warned me that the brake lights didn't work. I got pretty good at doing this minor repair.

While stopped at a signal light one day, a white van pulled up behind me. I pressed on the brake pedal, hoping to see the brake lights' reflection on the flat face of the van. Instead, I hear a loud squish, and the brake pedal went right to the floor. In panic mode, I made a very slow U-Turn, when the light changed, and limped into a parking lot. I was going as slow as I could in first gear, and shifted to neutral. The car kept rolling until I finally turned into an empty parking space and came to a stop when I bounded off the curb stone. I never thought about using the hand brake, or *emergency* brake as I've always called it. That thought popped into my head about four days later.

Although *everything* else in the the brake system was new, I never replaced the steel brake lines. There is a small pipe about 6 inches long that runs from a little Junction Tee, to the front brake hose on the driver side. After spending forty plus years in Pennsylvania and Illinois weather, it decided it had exceeded its useful life.

Some time later I realized how *lucky* I was. Had this failure happened one press of the brake pedal sooner, I would have plowed into the car ahead that was stopped at the light. My wife was also in the car, and I fear she would not have been happy.

If someone had come by as I sat in the parking lot, they could have had the car for free. I replaced all the steel lines in both cars that week. After reading this, are you ready to call *Turner Brake* and get his dual master cylinder setup? Finally, in the early 2000s, I replaced that brake light switch with a mechanical one.

I was a little reluctant to write this story and show my ignorance, but at my age, who cares? I guess I'm the poster boy for *dumb luck*! I have more stories, but for now, I wonder, is anyone else *brave enough* to share any or their close calls?

## The Middle Man

By Frank Ambrogio

If you have a question, are looking for parts, or need specific advice, the 56J Message Forum is the perfect vehicle. Many owners are either unaware of this resource, or for reasons of which I'm not aware, prefer to write to me instead.

As you might guess from the "Close Calls" article, I don't give out mechanical advice. My only recourse is to forward the email to the 56J community.



*I don't mind doing this, as it is all part of the process of managing our Register. It also helps me check on the accuracy of my email address list. I always include a note telling any responders to contact the person directly and I highlight the contact email address.*

The problem arises when responders reply to me instead of the person needing the help. Now, if I want to follow through on this, I have to forward the response to the original writer. The best way for anyone replying to a message, is to write to the highlighted email address. If you want to include a copy to me, that would be great. Just make sure to let me know that you contacted the original writer who asked the question.

Better yet, sign up for the 56J Message Forum at: <https://www.tapataalk.com/groups/56jonly/>.. It's free, easy to register, simple to use, and no middle man.

## Thoughts on your last newsletter

*From Tom Snyder*

Frank, I get wordy, so bear with me. Reference your last 4 paragraphs on page 1 of the last newsletter, (*regarding input, and possible end*). Here are my many thoughts from past experiences.

In 1990 I started an energy group (IRENEW) with a friend that accomplished many great things. We had members in all 50 states and an annual energy fair. In 2010 it was decided to forgo newsletter, and we slowly disappeared. Other reasons were that new leadership and outside people with little passion for the "cause" slowly let things down and go away.

Lesson 1. If this becomes a burden on you, or for whatever reason, make sure someone you pick or invite in to run the newsletter is fully vetted, committed, and passionate .

In 1989 a non-profit named Camp Courageous of Iowa (near here) to help disabled and mentally challenged kids was formed. The original director was to just take care of a local sports casters disabled son.

Without any funding ever from state or federal support Camp Courageous is huge, debt free, has many huge buildings, a train and depot, an indoor swimming pool and serves all 99 counties and all schools in Iowa without charge. Just fund raisers, car shows, and 2 very big meal events 2X a year, and endowments and gifts. The original director is still in charge.

Leadership, ownership and participation from members are very important to keep a cause going.

Next are many ideas of what might be ways to interest others to write and offer other ideas for subject matter. Solicit examples of innovation and improvements 56J drivers have done. My story and drawings of a simple

method to rebuild the door jams is one idea (See Issue 003, Page 3, and Issue 087 Pages 1-2).

More examples of DIY like Nissan Jukes and French Citroens where there are many owners offering ideas on many simple things not in the manual.

Solicitation of Stories of past events --The first time I saw a 56J was in Southern Missouri while driving our 1959 Silver Hawk. He was out of gas and I was sure he was driving a custom job of his own design!

Driving the Silver Hawk to Denver with a chirping sound. I had the wheel bearings greased at a Montgomery Wards in Iowa city and evidently the young guy had tried to get rid of King Pin play by over tightening the wheel bearings!

Two different Priests in Dubuque hit the 59 Hawk within a week. The insurance company wanted to total the Silver Hawk (Bent bumper and trunk lid).

The Priest's cars both were totally destroyed! One Priest bought my Hawk for what I had paid for it 3 years prior but had to help find another for me. That is how I found and bought the 56J for \$80.

Many stories exist out the world, all you have to do is ask for them. The above are just some thoughts to toss out to the public.

## Editor's Comments

*From Guess Who?*

Thanks to everyone who commented on our 100th newsletter. I appreciate the kindness.

Usually when someone writes, they use the term "Your Newsletter". Just as there is no "I" in Team, there is no "Y" in Our, as in Our Newsletter. I think when people feel it is my newsletter, it is a license to simply sit back and let me fill the pages.

As for getting people to submit those stories, I've tried them all. I've also learned that they will only do it if they *want* to do it. Everyone likes to read the articles, but few want to write them. This is true for any organization. In a nutshell, I can't print it if I don't get it!

So I'll take Tom's advice and ask for your stories. I'll alert the mailman to protect himself from a possible hernia, and you can read the response(s) in the next issue.

I can usually write any number of **C**omments, **R**eports, **A**rticles, and **P**erspectives (*CRAP*), but that only serves as filler, rather than useful information. This issue is a good example. I'm not saying the newsletter is dead, but if the newsletter runs out of ink and you wonder why, the answer may well be reflected in your mirror.

## Mail Bonding



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

**Mike Nolte** October 14, 2021 - Hi Frank, Do you know anything about this 56J. It was for sale in Cars for Sale in the UK.com back in 2017. It has the correct 56 Studebaker trunk mounted air and the correct 56 Studebaker air conditioning controls on the dash. The compressor is also correct for a 56 Studebaker.



This is the same set up that I have for my 56J. The two clear plastic air vanes, that go in the rear package tray were with the car but not shown on it. I tried to contact them back in 2017 but the car had been sold and they did not have any specific information on it. Could it be one of the two prototypes that were thought to have been produced?

All the information I have found out about 56Js with air was the one you featured back in Issue 074 and some other articles I found on the 1956 Studebaker air conditioning in general. One of the articles mentioned, that from production photographs, that it would seem one, possibly two, prototypes were produced of air conditioned 56Js. How this 56J ended up in the UK is a mystery.



All of the components are correct and match exactly the complete 56 air conditioning system I purchased from a 1956 Studebaker President that was being converted into a street rod by the nephew of the original owner, a dentist in Texas. I was wondering if one of the prototypes was shipped to the UK. Could you insert these photographs into the next newsletter and see if anyone has information on this car.

**Nate Neufeld** October 15, 2021 - Found this car in a basement garage where it had supposedly resided since 1971. Appears to be original paint with no restoration ever performed but I will find out as I start to research and disassemble for restoration. Mileage 78733. Currently not running but motor is not frozen and body is in fair condition with little rust. 1965 Georgia license plate 10 1797 on car and appears to be last time it was registered

I appreciate all of the information you have worked to put together in one place. It is a priceless resource to keep these treasures on the road.

**Jon C. Hatfield** October 29, 2021 - I have been an old car hobbyist all my life. The last 20 years, I have concentrated on Packards. I decided to put air conditioning in my 1955 Caribbean as I am less tolerant of heat as I grow older!!

I found your website for the 1956 Golden Hawk and saw the ad for air conditioner pulley/bracket conversion parts.

As I am fairly sure that you know, my '55 Caribbean and the '56 Golden Hawk had the same Packard 352 cubic inch V-8 so these brackets would work perfectly!

The ad listed Jack Nordstrom as the source for these items and gave a phone number and address. The phone number is an ad for insurance and I have not received any response from a letter sent to the address listed.

*(NOTE: Although I had removed the link to Jack's A/C web page, I did not remove the web page itself. Consequently, anyone putting in the right search parameters could find it. I removed the page, and explained to Mr. Hatfield, that we lost contact with Jack several years ago. - FA)*

**Michael Owen** November 01, 2021 - You might recall you used an article I wrote on our 56 Golden Hawk rebuild in the UK (Serial No 6030116) in The Newsletter in late 2020.

It was displayed in a number of classic car shows in the UK in 2021 and always created much positive reaction and many admiring comments. Obviously display in 2021 has been somewhat limited by Covid restrictions. It has now been stored for the winter months.

One problem I have encountered with the car is the weight of the engine hood, which when open for engine work is only held in place by a thin metal stay. The sheer weight of the hood appears quite dangerous. I have replaced the springs on the hinge brackets but this has had little counter balance affect.

Have you encountered this problem before and are you aware of any modifications that would improve the situation?

I hoping to carry out some mods during the winter months.

Any help you could give would be greatly appreciated.

**Curtis French** December 14, 2021 - We just had our first Big Bend Chapter meeting in over a year and a half. Pandemic had us all holed up until the air cleared a bit. Nice turnout at our latest meeting. Our President has retired, but we have new officers. I have volunteered to once again take over the newsletter. Guess I didn't learn my lesson before. Actually, I'm looking forward to it.

My 56J has just been sitting for a while, but I hope to get to work on it again soon. I have a NOS fuel sending unit and a NOS right side vent wing assembly to put in. Also some new wiring from Rhode Island Wiring. Plus I really need to make some progress on the 380 inch senior Packard motor I plan to put in.

Not getting any younger, you know, but now that I've been triple vaccinated, maybe at least Covid won't get me.

## New Authenticity Guide - Update

### Great Job By Doug Button

As reported in prior issues 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](mailto:accounts@timemachines.net),  
Phone: 844-788-3344

## 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](http://www.1956GoldenHawk.com) (Click on Want Ads). If you don't have Internet access, and want the ads, write me and include a SASE..

**FOR SALE**, 1956 Studebaker Golden Hawk. Sheet metal work completed. Reconditioned ash trays, steering wheel and oil bath air cleaner. With all of the rest of the parts. Located in Western Kansas. For more information contact Richard Sandell at [56.jkar@gmail.com](mailto:56.jkar@gmail.com)

## Here We Grow Again

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

709 Nate Neufeld Oak Grove MO	SN 6031236* Prev Owner ?
710 Francis Tremain Milton WI	SN 6032781* Prev Owner Rick Carabajal WI
711 Jeremy Ulrich Gillette WY	SN 6031397* Prev Owner John Peterson MT
712 Michael Wood Pahrump NV	SN 6800424 Prev Owner Don Zimmer

**(If Present):**

\* = New, Not previously registered or reported.

\*\* = Previously reported, but never registered.



## The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

222	Registered Owners
281	Cars Registered (includes parts cars)
362	*Cars Reported But Not Registered by Owner
643	<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 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](http://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.

## 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. \$20.00

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



\$20.00

**1956 Golden Hawk Restorers Guide on DVD** Contains a video version of the Authenticity Guide with many new items discussed.



\$20.00

( 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** However:

A batch of the new *Authenticity Guide* in full color was created in early 2021 by Doug Button. Contact Doug Button, Phone: 844-788-3344 Email: [accounts@timemachines.net](mailto:accounts@timemachines.net),



## 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

- **John F Katz** writes about the Ultramatic transmission, article reprinted from **Special Interest Autos**.
- **Ed Capozzi** provides an update on the 1956 Golden Hawk he repurchased after selling it in 1978
- **Our Editor** details some hairy moments he experienced during his years of 1956 Golden Hawk ownership.
- **Tom Snyder** offers some thoughts on keeping the newsletter and our Register alive..
- **Mike Nolte** asks about an air conditioned 1956 Golden Hawk which was for sale in the UK in 2017.
- **John Hatfield** asks about the A/C once offered by Jack Nordstrom.
- **Michael Owen** would like to know if there is a better way to support the heavy 56J Hood.
- **Curtis French** plans to get some work done this winter on his 1956 Golden Hawk..
- **Doug Button** has a few of the printed *Authenticity Guides* available.

- **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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**MAIL TO:**

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**For the Type "J" Personality**