



# 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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### 56J Motor Repair/Rebuild (R/R), And Parts Interchange Info

By Joe Hall

I hope to contribute a few articles here, focusing on the Packard V8, which makes our 56Js unique. It has mid-50s technology, and was only in production two years, so several bugs were never ironed out. Also, repair parts ARE scarce, though some interchanges are possible. I've rebuilt eight Packard V8s, from late 1980s to 2021, and each was a challenge. Having driven 56Js about 250,000 miles now, it's also challenging to keep the motor running properly, I call them 'finicky'.

A fellow 56J Only member, Jack Vines, has rebuilt more Packard V8s than anyone I know. He recently said the shop he's been a consultant to, for many years, may never rebuild another ONE due to its issues. To R/R a Packard V8 nowadays is a labor of love, and hopefully this will help others in doing so. I'll add, there are several YouTube videos on Packard V8s, which may be helpful. I realize making a video of my own may be preferable, but is beyond my skill set.

To R/R any vintage motor requires mechanical aptitude, tools and Shop Repair Manual. At home tear down and inspection requires basic machinist tools: feeler gauge, plastic-gauge, machinist ruler, dial caliper, etc.. Machining is best done by an old school machinist, and they are getting harder to find.

Personal plans should be considered. If unlikely to drive the 56J much, and oil mileage is tolerable (100-1000 MPQ), and not knocking, leaking or smoking excessively, maybe just fix what's most needed. Working with what we have, many repairs can be done without removing the motor from the car. OTOH, if planing to drive it often, you may wanna rebuild to 'as new'.

**Repairs with motor in car:** Often, cleaning the engine's coolant jackets is needed. This requires removing the 'freeze plugs' (3 per side), then a garden hose and screwdriver, and several hours' flushing and digging sludge out. Beware, the front plug on each side is behind the motor mount, and inaccessible unless the motor is lifted a few inches.

Since most of the sludge settles in rear of the block, if the front two plugs are not leaking and don't appear corroded, leave them alone and focus on the others. Use

a sharp chisel and hammer to slit each plug center, then a screwdriver to pry it out. If the old plug falls down inside the block, and you cannot get it out, it's OK to just leave it there.

With the chisel, be careful of damaging the cylinders, which are close behind the plugs, especially the rearmost plugs. For new plugs, Packard used an oddball (1 & 49/64") which is NOT interchangeable with a common, smaller 1 & 3/4". I prefer brass plugs, deep dish style (i.e. Dorman 565-036). Use 120 grit sandpaper and fingers to clean the plug bores, but be careful not to remove metal. Next, smear Permatex #2 on the block ID and plug OD.

You may find it too difficult to install new plugs with motor in the car. If so, use an expandable plug; I prefer the type with rubber sandwiched between two washers, and a 1 & 3/4" diameter will expand enough. This is a 'make-do', and should be monitored and re-done properly if the motor is ever out. It's also advisable to use a 7 PSI radiator cap with this setup. If properly installed and monitored, expandable plugs will last indefinitely, but it's good to carry a spare.

NOTE: it's also good to remove the 1/8" pipe threaded drain plugs, one per side, adjacent to the rear plugs. But if they're frozen, leave them alone. There's another 1/8" plug on the passenger side, near the center freeze plug, but it's a port plug for Packards' vacuum powered windshield wipers. Since 56Js used electric wipers, this port is plugged off.

Another common task, doable with motor in car, is oil pan gasket, and front & rear crankshaft oil seals: This requires some disassembly, though less than motor removal. For the oil pan, follow the Shop Manual, but before slipping the pan off/on, set the ignition timing mark to 2 o'clock, which positions the front crank journal for max clearance inside the pan. The Shop Manual does not mention that, but it's important in 56Js. It's also good to clean the oil pump screen, if debris is visible, but if unconfident in disassembly, leave it alone, as more harm than good is done by spraying the screen from the outside.

This may also be a good time to install an Oldsmobile oil pump. Cleaning the OEM pump screen, or installing an Olds pump, may be topics for a future article here. To

replace the pan, use quality RTV, I prefer Permatex's latest 'Classic' version, which seals well but is also easy to disassemble. Permatex 'Ultra' also seals well, but is difficult to disassemble. \*A few weeks before this job, place the new front and rear cork seals in a tin can, or use zip ties, to hold circular, about 3" diameter. Later, they'll maintain a half moon shape, making installation easier. Avoid NOS cork gaskets like the plague; use modern, rubber impregnated cork, even if you have to make your own. A couple of companies make them, i.e. 'Best Gasket' #24040. In reassembly, use 2" tapered studs in the rear corner bolt holes, to help guide the pan into position.

To replace the rear rope seal, the original is NLA, with only repros now available. The OEM seal was graphite impregnated asbestos(?), and held up well. The repro is inferior, and turns into a 'wet mop-string' in about a year or 5000 miles, at least that was my experience.

If installing an NOS or repro rope seal, you can remove the old seal with a nylon or wooden dowel and pliers. But please believe me that it is IMPOSSIBLE to install a replacement rope seal without removing the crankshaft, which requires engine removal and disassembly. Ignore anyone who says otherwise. It may be possible in some other, vintage brand X cars, but not 56J.

Fortunately, there's an option: a modern, 2-piece neoprene seal originally for rear mains on several 1980s-90s GMs (FelPro BS-40613). It is installable with motor in car, similar to Studebaker 259/289 V8s. First, remove the OEM seal: remove the oil pump, and rear main bearing cap, then loosen all other main bearing caps 2-3 turns. With rear main cap in hand, use a screwdriver to pry the old seal out of the cap's recess. To remove the top half, use a wooden or nylon (NOT metal) dowel and small hammer to tap one end of the seal, rotating it far enough on the crank to pull it out with pliers. CAUTION: be careful with the pliers, lest you scar the crankshaft journal. Next, use 240-320 grit, in belt fashion, to clean the crank journal; rotate the crank frequently and inspect all 360 degrees. If there are pits that won't polish out, note the locations.

To install the neoprene seal: Use the bearing cap for test fitting. Perhaps buy an extra seal to 'play with' first. Make two, half moon shaped, spacers, about .090"-.100" thick, to fit in bottom of the seal recess, alongside the seal, and hold it against the wall. A wire coat hanger, welding rod or anything similar will do, as long as its about .090" diameter. Be sure the spacer ends do not protrude above the recess edges. Use a file to carefully remove the rubber material from all four ends of the new seal, till the file 'kisses' the buried metal ends; be careful of the seal lip. Later, you'll lightly apply #2 Permatex to those ends. After install of seal and spacer in the bearing cap, oil the seal lip and crank journal, 360 degrees. Next, repeat the procedure in the upper half, n the block, slipping the seal (& spacer) around as with Stude 259/289 motors. Reinstall the baring cap, and don't forget to re-torque the other main bearing caps.

The may sound more complicated than it is, so I've attached pics. I have installed 5-6 of these seals, but had to repeat one motor several times. The only time this this may not work is if the crankshaft surface is pitted, as they sometimes are. Even then, you can shift the new seal a bit forward or rearward, by repositioning the spacer (which fits on either side of the seal) to possibly avoid the pits. \*If pits are unavoidable, the seal will probably leak. But since the only other option is motor removal and disassembly, I'd still try the neoprene seal.



*With the rear main seal, one pic shows it in place with the wire spacer installed alongside it.*



*Rear Main Seal, wire spacer, before installation*

For the front crankshaft oil seal, OEM rope seals still turn up; they work well, if installed correctly, with the seam at 12 o'clock. There's also a neoprene conversion kit, listed as 'timing cover gasket set #GS8226'. But I found its seal ID a bit large, so used another seal that fits better (National 472924). Install of either type seal is straight forward, using the Shop Manual for replacing the OEM rope seal. I have added pics here also. Be sure to leave the timing cover bolts loose till the crank vibration damper is seated home. This allows the seal to center on the damper, before tightening the cap-screws to lock the cover in place. NOTE: To insure the seal retainer does not loosen later (common problem), I drill two 1/8" holes in the retainer and timing cover, at 3 and 6 o'clock, and install small screws and nuts. (See the pic.)



**Front Crank Seal, in the timing cover. Note the two holes in the retainer, which align with two holes drilled through the timing cover, for installation of screws and nuts**

NOTES: No need to remove the exhaust in order to remove / install the oil pan, but must remove the radiator, water pump housing, timing cover and crank vibration damper, if replacing the front crank seal.

To loosen / re-torque the damper retainer bolt, with oil pan off, insert a 1/2" bar inside the deepest crank journal balance hole, then rotate the crank till the bar jams against the oil pan gasket surface, then place a folded rag between.

To pull the damper off, use a 'straddle' 2 legged puller. To reinstall, do NOT hammer it back on. Instead, buy a 5" long bolt to substitute the OEM bolt and 'push' the damper back on, using washers, 3/4" drive sockets, etc. as spacers.

Next, reinstall the OEM bolt and torque to spec (with a bar in the crank journal again). Next, 'play' with the timing chain cover to insure it is centered on the new seal (not necessary with OEM rope seal), then tighten the cap screws to lock the cover into place.

If you have to remove & replace the oil pan repeatedly, within a short period (it happens), you can re-use the pan gasket several times, as long as it's not damaged.

I use a wire wheel to gently remove the old RTV, then reapply fresh. Even if the side gaskets were damaged, you can still often re-use the half moon end pieces, which are now preformed, to save a lot of labor, and still re-seal like new.

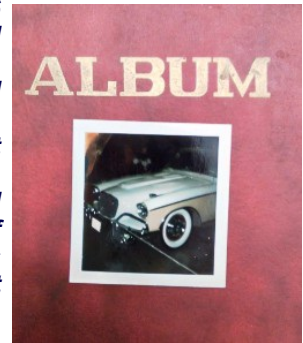
Hope the above is helpful to someone out there in 56J land.

## The Resurrection Of 6030610 Project

(Part 3)

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 outdoors for over 30 years 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.



**04-11-22** - Got back to work on the 56J today....Pulled the intake manifold & water pump manifold off, also exhaust manifold, and finally the right cylinder head.

Luckily, the right side cylinders look to be in good shape with very little upper ridge...the four right side piston tops all look smooth & normal.

Fingers crossed that the left bank will also be in good shape when I pull the left head off this coming weekend.

Another reason I'm pulling the heads is to lighten the engine, as I intend to lift the engine/transmission out of the chassis before continuing on the body work.

At least now everything is nice and clean.... anything I'm replacing, (exhaust system, fuel tank, carpets, rusty metal, bad tires), has been removed and disposed of.

I've purchased new piston rings & rod bearings...overhaul gasket set next.

**05-07-22** - Weather up here still on the cold and damp side, so I've been doing engine tear down on the 56J....All cylinder bores look good....I've pushed the pistons out and found four or five compression rings 'frozen' into the pistons...but I've taken every thing to my shop and cleaned, cleaned, and cleaned....Pistons, rods, bearings all look good..

I've purchased new piston rings and an overhaul gasket kit....Crankshaft journals look to be nice and smooth...I think the engine ( the original engine) will go together nicely!

Haven't needed anything from the spare Clipper engine I purchased, but it's still nice to have it 'just in case'!

I modified a spare Packard V8 oil pump which I had from years ago....I eliminated the vacuum pump at its base (what a goofy setup THAT was) and made two new bottom plates which I doubled up for strength...I'm going to seal the upper shaft and then give this pump a try...It was supposed to be low mileage to begin with.



## Close Calls

***A continuing(?) series of stories about near miss incidents that happened to various 56J owners***

***This issue's story is from Ed Capozzi***



Richard Kaufmann's Close Call  
- See Issue 047

I enjoyed the 101st 56J Only Newsletter, and got a big kick out of your "Close Calls" write up!

If other 56J owners write in with their close calls, and you continue with these stories, I'd like to add one of my own.

Back in '69 or '70 we had a typically bad New England winter with lots of snow. I was driving #6030610 as an everyday driver then, and to get through the snow I tried an old timer's device called 'axle busters' on the rear wheels of my Hawk. Axle busters are two 1/4" chains attached to a canvas strap that I'd insert through one of the four slots in a stock Stude wheel, and then fasten the strap ends together with a steel clip (or buckle) Yes, every time the wheel made a revolution I'd hear a 'THUNK', which wasn't very pleasant. However, this device really worked well when driving in heavy snow.

Well, one night as I was heading home, the driver of the car behind me started flashing his headlights and blowing his horn. I pulled over to see what the fuss was, and the guy said, "HEY BUDDY, ONE OF YOUR REAR TIRES IS ABOUT TO FALL OFF....IT'S WOBBLING ALL OVER THE PLACE!!"

When I checked, I found the lugnuts to be tight, however I then became aware why these chains got the name "axle busters". The force of the impact of the chains hitting the pavement every tire revolution ACTUALLY BENT THE OUTER AXLE SHAFT AND HUB !!

I spent the next day playing in the snow at an auto graveyard pulling a rear axle shaft out of a junked Studebaker. LIVE & LEARN!!

## Packard's Ultramatic A Historical perspective

*Copied from the Wikipedia Web Site*

***NOTE: The Ultramatic has had its share of bad press, but it has an interesting history. This article is another in a series centered around the automatic transmission developed by Packard.***

Packard's successful development of its own automatic transmission was unique, as no other independent automaker managed such a feat. The company's worsening financial situation, particularly after its purchase of Studebaker, made keeping up with competitors' automatic transmission developments particularly difficult. Packard's attempts to update the

Ultramatic in 1954, 1955, and 1956, were not sufficiently tested to eliminate teething troubles at launch. Improvements had to be made as running changes, which damaged the company's once sterling reputation for quality and reliability.

Packard's use of a locking torque converter was not only up to date, but more advanced than its competition at the time. However, the company did not take advantage of the opportunity to supply Ultramatics to Lincoln, Nash, Hudson, and Kaiser-Willys in the wake of the 1953 fire at the Livonia, Michigan GM Hydramatic plant that stopped GM's supply of the transmissions, when the aforementioned marques were left searching for other suppliers.

However, Packard would learn from this mistake the following year, when Nash and Hudson merged to form American Motors in May 1954. Packard agreed to supply AMC with its new 320ci V8 and Twin Ultramatic transmission for 1955 in the latter company's top-line Nash Ambassador and Hudson Hornet ranges, giving both models the modern V8 engine option they desperately needed in order to keep pace with the Big Three. This agreement continued into the 1956 model year, as Packard supplied AMC its 352ci V8s equipped with the newly renamed and refined Ultramatic Drive units for the Ambassador and Hornet, but was canceled midway through the year.

Unfortunately, a contract dispute and personality conflicts between George Romney at AMC and James Nance at Studebaker-Packard, led to AMC developing and launching their own, in-house AMC V8 engine range backed by automatic transmissions supplied by Borg-Warner beginning at midyear in 1956. Packard would supply Ultramatic Drive units to Studebaker for use in the 1956 Golden Hawk as a \$100 option, as that model came standard with Packard's 352ci V8 engine. Unfortunately, no higher-volume Studebaker models would use either the Packard V8 or Ultramatic Drive before Curtiss-Wright ended production of both in 1956.



**The column-mounted push button selector box for the Touchbutton Ultramatic in a 1956 Caribbean.**

Despite the problems of later versions, the transmission worked beautifully under the use conditions it was designed for. Packard's Gear-Start Ultramatic (1954), Twin Ultramatic (1955), and Ultramatic Drive (1956), struggled to reliably automate the low to high gear shift transition. Adding a poorly timed high clutch application and low band release over much of the allowable up-shift range resulted in many premature high clutch failures.

This situation resulted in an unusual sensitivity to individual driving habits determining useful clutch life. Therefore, while the transmission was designed to physically accept a high torque V8, its control system needed further development. Packard's plans for upgrading the Ultramatic Drive further were in development for 1957 and beyond. These plans were shelved, however, when Studebaker-Packard was taken over by Curtiss-Wright in Spring 1956. Curtiss-Wright's management permanently discontinued Ultramatic production and sold the plant and tooling to raise cash for the beleaguered company at the same time they shut down production of Packard cars in Detroit.

With no Packard V8s or Ultramatic transmissions being made thereafter, Studebaker would replace the 1956 Golden Hawk's Packard V8 with a supercharged version of its own 289ci V8, and its accompanying Ultramatic Drive was replaced by Borg-Warner's Flightomatic transmission, beginning in the 1957 model year. This powertrain combination would also be used on the 1957 and '58 Packard ranges of Studebaker-based models, in lieu of the Packard V8 and Ultramatic.

Packard enthusiasts have kept many units in service since the company's demise. Better modern transmission fluids, aftermarket transmission coolers, and improved rebuild parts combine to improve the reliability of the factory originals

## About Serial # 6032591

*From Tom Francis*

**NOTE: This 56J was last registered in 1999 by John Workman Jr. It has been offered for sale several times recently, and was finally purchased in March.**

Yes sir, I did recently purchase a 56J. I am a Stude guy who is in the process of restoring 2 barn find Studes. A 52 Land Cruiser and 58 Silver Hawk. I have always liked the 56Js since seeing one up close in the early 70s.

I bought this one out of State and it is in transit to me right now. Should be here today, with any luck. It has been modified some but not too much. Pristine models are unfortunately too pricey for my hobby budget

I have not seen the car in person, but it came from a reputable national dealer (Streetside Classics).

I believe this to be a South Bend made car. The picture I have of the serial # is a bit blurred, but I believe it to be 6032591. Once I put eyes on the car I will verify and

register it on your 56J site. Thank you very much for the hail. Thank you for sending the production order page. I really appreciate it.

As you noted, the engine has been changed. I believe it to be a 289. The oil filler is of that style although both valve covers have oil fill caps as well??? The 3 speed transmission now sports a floor shift of dubious installation. Looks like a lot of butcher work done on the electrical system as well.

An aggravation to get straightened out. It also has some sort of modern radio installed that an old guy like me doesn't have much of a chance figuring out what the hell all the buttons and knobs do.

But, it runs pretty well and for the most part is in fair shape. It clearly set at the dealership for a long time. Hood, trunk and door hinges all needed shots of penetrating oil to get freed up.

This weekend I will move it to another building I have that has a lift. Once I can get it up in the air, I can give it a good inspection. Serial number is what I thought. 6032591. I got your email and info. I am very grateful for your assistance as I transition into the "56J" brother/sister hood.

I received my copy of your book (*Authenticity Guide*) from Doug in yesterday's mail. It is an incredible volume of information, which I am sure you spent hundreds of hours gathering. I hope you have a young buck apprentice who is picking up the knowledge to keep it alive for future generations. Unfortunately, I see mostly gray beards in the Studebaker community.

Many years ago I was heavily involved in the air cooled Volkswagen hobby, as a restorer and engine builder. I saw that hobby (at least here in the Louisville area) change away from the early stuff to today's water cooled cars. The "air suckers" were scorned as antique junk. Very sad.

## Saved By Email And The Internet

*By Frank Ambrogio*

Just before starting the 56J Register, I read that someone had counted twenty-five 56J owners listed in the SDC roster. Armed with that information, I set up some parameters for our Register.

- It had to be free. I reasoned that if there was a charge, too many owners would never register. The only requirement was for the owner to supply the Serial # of every 56J he/she owned. Optionally, I asked them to purchase a copy of the production order for their car, and send a copy to me. Armed with that, I felt I could establish a data base and compile some statistics.
- There would need to be some form of communication so that all owners would have the same knowledge. I decided a newsletter was the only option, and that

every owner should have all of them. As I received new registrations later, I would send all the back issues. I felt doing this for 25 people was affordable. I reasoned that when someone sold their car, they would pass the back issues on to the buyer.

It wasn't long before I realized the naivety of my logic. I received 27 registrations in the first two months, and by the end of the first year, our number had reached 79. There were 4 newsletters printed that first year, and 5 more in 1990 when the number of registrations had grown to 113.

Making matters worse, several cars changed hands during those first two years, and most times, the new owner did not receive the back issues of the newsletter. How silly of me to think owners would want to save their back issues, instead of *using them to line the bottom of the bird cage*. This meant I had to reprint the same newsletters for the next owner.

As registrations grew, I realized I had to make a change. I decided to offer the back issues on a CD. Internet usage and computer sales had grown significantly through the 1990s, so this option was a good choice for most of the new owners.

The Internet also provided an avenue to get our message out by hosting our new web site. This allowed for on-line registrations and a venue to place all the back issues of the newsletter, giving world wide access to them.

The Internet, and more accurately, Email allowed for electronic distribution of the newsletter for those who were willing to accept it this way. This dramatically cut down on printing and postage costs. While once mailing over 300 copies of the newsletter, the number has shrunk to less than 50. The remainder are sent by Email.

Internet Email also allowed for the distribution of the newsletter to 56J fans who did not actually own a car. It was a simple matter of adding another Email address to the list, with no extra cost involved.

Without the Internet and Email, I am certain our Register would never have lasted as long as it has. There are still a lot of people who have not jumped on board the Internet train, mostly the elderly, which makes up a large portion of the old car hobby, particularly Studebakers.

However, smart phones have attracted a lot of people in this age group, making communication quick and easy.

## The Financial Report

*From Frank Ambrogio*

New owner John Petru asked how to make a donation. Although donations are neither solicited nor expected, they are always a pleasant surprise. There is a *Donation button* on the home page of our web site, and you can

always mail a check, payable to me, to my home address shown out the last page of each newsletter..

So, where does your donation go? There are just two expenses, the newsletter and the web site. As mentioned in the previous story, the situation is much better than it would have been, thanks to the Internet and Email.

The yearly cost for 2021 is shown below:

### Newsletter

Printing	\$135.00	
Postage	\$ 60.00	
Total		\$195.00

### Web site

Registration	\$ 15.00	
Web Hosting	\$ 75.00*	
Web Updates	\$ 00.00 (Handled by yours truly)	
Total		\$ 90.00

**Grand Total for 2021** \$285.00

*\*The web hosting fee is \$12.50 a month, or \$150.00 per year. However, I split this cost with our sister web site, [www.StudebakerVendors.com](http://www.StudebakerVendors.com) - so the annual fee for the 56J Register is \$75.00*

The web site cost remains static and hasn't changed in the past 10 years. The newsletter is our major cost and it fluctuates depending on the number of copies I have to print, number of pages per issue, the price per page for printing, and postage. *The digital version cost is zero.*

If I had to mail the roughly 300 copies, the cost for printing and postage would be over \$2000.00 a year, and our Register would be just one more footnote among the myriad of old car registers that have gone belly-up.

However, don't be alarmed. We are fully funded by the donations we receive, the few products we sell, *and a grant handled by the Bank of Ambrogio!* Over the past three decades, we have mostly operated in the black, unless you add in my exorbitant salary.

## Mail Bonding



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

**Chris Mizzi** January 30, 2022

I had a question about a 56J I'm restoring and I naturally thought of you first. My car, 6800362, was built in LA. The trim is 8441, light blue vinyl. On the production order, next to the trim code, it says IC-340. What does that stand for?

I'm asking because the upholstery looks to be original. It's on rough shape. That said, it almost looks like it's blue



with silver(ish) vinyl. It could always be that somewhere along the line it was replaced or re-done, but if it was it had to be a long, long time ago, considering the shape of the vinyl, and as I said it looks to be original.

I bought this car as a parts car to help me when I restored my other 56J, 6030685. I live in the Detroit area, but I bought this car for \$3,000 from a Craigslist ad in California, sight unseen other than photographs. When it got to me, I discovered that it was a really complete, straight car, and I really hated to use it for parts. Somewhere along the line, the 352 was replaced with an R1 Avanti drivetrain, including the 4 speed. Since it's all there, I'm going to put it back together the same way. I realize that the 352 is the heart and soul of the 56J, but if I keep the Avanti 289 and 4 speed, I don't have to find a 352 or modify the mounts and all of the other parts that it would take to get it back to original. I read the article you wrote a while back about not trying to make these cars perfect and just getting them back out on the road, and in this case, I am doing just that. My other car is restored back to original, and truth be told, it's probably over-restored.

I plan to repaint this car back to the original color scheme, with the original color interior and all of the options it came with. It will look like a stock 56 Golden Hawk, with the exception of the engine. At least it's all Studebaker! I also think it will be a blast to drive with what should be a pretty peppy engine and a 4 speed

### **Dan Caswell February 08, 2022**

Great newsletter and wonderful job of putting it together. Being I own a whole passel of Studebaker's, mostly Hawks but have others as well as Jeeps, Kaiser, Hudson, AMC, Packard's etc; I don't talk too much about the 56J on your web site. It was restored when I got it; but I had to rebuild the transmission since I got it. Other than that and a complete brake job, it was just minor repairs. Keep up the good work.

Only exciting thing lately was having my 67 Dodge Charger fall 6-1/2' to the floor, LF fender first, off my hoist. And working on reassembling the engine on my 1925 Studebaker Standard 6.

### **Ron Paulson February 10, 2022**

I am a lifelong Ford guy and have an awesome 1958 Ford Courier Sedan Delivery mild custom. I have owned it since 1972. I am retirement age and was somewhat looking for another project to play with. I also like the finned Mopars of the late 50s and was searching for a 57-58 Desoto, but gave up after not finding anything that fit my budget. So, I was content with my Ford.

Then, this 56 Golden Hawk pops up for sale near me. It had been sitting in a farm building for 40 years. Hood had blown up on it decades ago and ruined that and the windshield. It appears that a tree had fallen on the LF fender. Front spindles had been torched off. The original

352 Packard was literally taken apart completely and allowed to rust for 40 years. There was a 56 Power Hawk included with the Golden and although the PH was in worse shape, it did have better bumpers and some other small pieces that the Golden needed. I did buy both and have since located a better hood.

### **Mary Kay Zaine March 12, 2022**

Hello Frank! This is Mary Kay in Santa Cruz. We exchanged emails in 2019 after I first joined the Studebaker Drivers Club. I have a 1956 Golden Hawk. I was ready to get the car running & wrote to you for advice. Unfortunately, life threw some curve balls (grandbaby, covid, the economy) and the car remained in storage.

The storage facility where I've kept the car is no longer going to be available. So - I have decided to finally pull the trigger on this & get the Old Gal running (or at least see what I've got).

I contacted Studebakers West in Redwood City, Ca. They will be able to do the work in early June. I'll be storing the car at a friend's garage in Fremont.

### **John Petru March 04, 2022**

How is your wife doing? When we last communicated just before the AACA Winter Nationals Show in Melbourne, I know you mentioned that she was doing some physical therapy and that you would not be able to attend that show.

I wanted to let you know that it was a great show and that the American Muscle Car Museum in Melbourne is a site to behold! During that show, I also reunited with Tom Aylward and as a result, have now purchased his beautiful AACA Sr Grand National '56 Golden Hawk. I am supposed to receive shipment of the car tomorrow. This would not have happened if it were not for your putting Tom and me together nearly 19 months ago!

Thank you also for all of my questions you have answered about the '56 Golden Hawks and, of course, your wonderful newsletter and website. I really appreciate all of that! I would like to send a contribution to the 56J site. How can I do that? Can I send a check made out to you to your Florida address? Please advise.



Also, as you had informed me and Tom confirmed, his '56 GH (6032108) was originally Mocha/Snowcap White but he transformed it to a beautiful Romany Red/Snowcap White many years ago. See attached photo. Yesterday, I requested on your site to become a member of the 56J owners group. Please add my name as owner of 6032108. Thanks very much.

### Brent Hagen April 07, 2022

Subject: Other transmissions also having the puke problem besides Ultramatic's

I copied an interesting letter to the editor in the May 2022 issue of *Hemmings Classic Car*, ref. "Jeff Koch's Fine Buyer Guide" where it is mentioned that GM Hydra-Matics as well as Chrysler Torque Flites also had this problem if not periodically driven every 3-4 weeks. On another note, I finally finished the restoration of my 56J, 6800322, after only 33 years of ownership.

### Steve Snook March 12, 2022

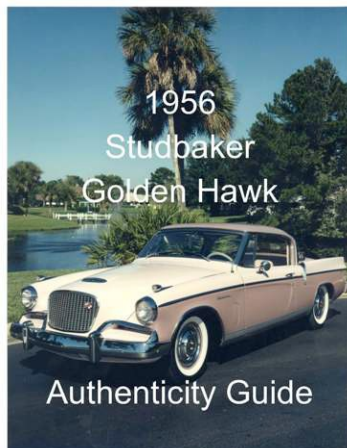
Good evening Frank, so glad to hear from you and so very glad to be a part of this roster. I wanted to be a part of this since I have purchased the 56 I call her my 56 Jay Bird. Let's keep in touch thank you for including me

## 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

## Here We Grow Again

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

### Gains

713 Roger Shaffer Ser # 6800387\*  
Hagerman ID Prev Owner H. O. Nix

714 Glen McPherson Ser # 6800459  
Waxahachie TX Prev Owner William Welsh

715 Ron Paulson Ser # 6032393\*\*  
Watertown SD Prev Own Unknown

716 Tom Francis Ser# 6032591  
Shelbyville KY Prev Owner John Workman

717 John Petru Ser# 6032108  
Cincinnati OH Prev Owner Tom Aylward

718 Brian Challinor Ser # 6030997\*  
Kemmerer WY Prev Owner Unknown

719 Steve Snook Ser 6030990  
Lewisburg PA Prev Owner Edmund Smeltz

### (If Present):

- \* = New, Not previously registered or reported.
- \*\* = Previously reported, but never registered.

### Losses

154 H. David Harris Sold the car in 2021, For sale again.  
164 Yvon Beaudry Email address failed twice  
306 Gene Wiggs No forwarding address  
444 Brian Kinrade No forwarding address  
566 Adam Ruddle Email address failed 3 times

## 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
<b>* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.</b>	

## 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)



## 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

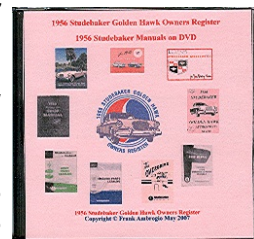
**Complete Package Flash Drive.** 1956 GH Restorers Guide Video plus 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog,

Borg Warner Overdrive Manual, 1955-58 Chassis Parts

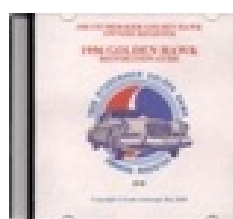
Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, *56J Only* Newsletter back issues, 1956 GH Production Orders. \$20.00

## 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



\$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**

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

- **Joe Hall** begins a possible series detailing repairing/rebuilding the Packard V8.
- **Ed Capozzi** provides updates to the continuing story of the resurrection of Serial 6030610.
- **A Historical Perspective** of Packard's Ultramatic transmission is reprinted from the Wikipedia web site.
- **Ed Capozzi** supplies his own *Close Calls* story of an incident with his 1956 Golden Hawk
- **Tom Francis** gives an account of his recent purchase.
- **Ed Capozzi** provides an update on the 1956 Golden Hawk he repurchased after selling it in 1978
- **The Internet** has proven to be the savior of our 56J Register.
- **Finances** are presented regarding the cost to keep our Register viable.
- **Chris Mizzi** bought a 1956 Golden Hawk for parts, but now has decided to restore it
- **Dan Caswell** provides a little information on his flock of old cars..
- **Mary Kay Zaine** plans to get her car up and running beginning in early June.
- **John Petru** joins our Register with the purchase of Tom Aylward's award winning 1956 Golden Hawk.
- **Brent Hagen** cites an article stating Hydra-matic and TorqueFlite transmissions also having a puke problem.
- **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!
- **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 at [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com).



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**SORRENTO FL 32776-9233**  
**USA**  
**ADDRESS SERVICE REQUESTED**

**MAIL TO:**

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**For the Type "J" Personality**