



56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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GINNYHAWK FLORIDA TURN 2022

May, 2022

By Gary Willoughby

You cannot get a good night's sleep in the front seat of a '56 Studebaker. At least not in a Golden Hawk. I found this out after searching late for a motel in western Georgia one night not too long ago. It was the last night of a round trip to Florida from Paris, my hometown in west Tennessee.



My wife's Grand Niece was throwing an event/party celebrating the accomplishment of her new (and only, I hope) husband's adoption of her two scoundrel girls as his own. They just had a baby together, but this would make the family complete, and would put an end to some very messy loose ends hanging around from the kids' biological father.



It provided a solid reason for going to Fla. and also visiting with our fearless leader and 56J Geru, Frank Ambrogio and his wife Anita. We visited them several years back, while on a business (truck) trip to Orlando, soon after we had joined the "56J ONLY" club, and it was way past time to redo.

Problem was, my wife couldn't fly commercial (bad vertigo-chronic) and a recent trip to the Smokies told her "no long car trips". I sort of offered to take her comfortable, fast, cooled Kia Soul. but a steadfast negative meant the GinnyHawk was going to FL.

My beloved Aunt Jenny and her husband Meredith had met and married in New York City in the mid 40's. They were good artists; he was pretty successful at commercial art, and after a while they could afford to move out of the city and buy a nice house up river in Tarrytown on the Hudson.

Now, Jenny and Meredith were each the stars of their family, and visiting back home was a must. Earlier, a train trip was the way to go, but now, in the 50's, you could easily pack up the car and head south on your own schedule, at your own leisure, if you had the proper car. Meredith was not one to scrimp on automobiles, so the Golden Hawk was his logical choice for comfortable touring on the long road to McKenzie, Tn. or Gainesville, Fla.

Now, heading for Florida in the Hawk was only a renewal of her earlier mission. Heck, it was only half the distance she was used to; maybe a few years later, but with a refreshed engine, new wheels and tires, I figured she'd never know the difference.

We had to be in Rockledge FL Thursday afternoon, so on Tuesday morning, after making sure all bearings, boxes, and zerks were greased up, down the rabbit run we went. From west Tennessee, getting down to Birmingham and points south meant either going way over to Nashville and then south on big roads, or heading straight down back highways to Muscle Shoals, aka the rabbit run.

It's an old saw that you don't drive a car on a highway that wasn't around when the car was new. This means interstates. And maybe toll roads. Probably had them in New York, but, not down *he-ah*. In any case, I spent my work career driving on them, and bless 'em, they got me out and back in my big truck with minimal fuss and stops. But now, I've got no use for them.

Well, I will hop on and scoot through a city when necessary, but mostly, it's the old roads for me and the Hawk. Besides, you never know when that big super slab back-up is gonna stab you.

So on the old roads we went, and a few I hadn't seen in years. Highway 13 south of Linden TN, follows the Buffalo river; full of curves and hills, beautiful, barely any traffic, and, uh oh, a full stop, complete with flagman, not two hours into the trip! Third car in line, the flagman talks to the car up front, and we get waved through! Detouring in the north bound lane, we pass several stopped trucks, drivers standing around talking, the Hawk getting the usual long looks in passing, and then a big 10 wheeler, on its side, blocking most of the road so that only 4 wheelers could get through. Past all that, more cops, and stopped traffic, we leveled out in the flatlands, and saw a big hook wrecker heading north to the rescue. Lucked out this time. A few more feet of blocked road, and we would ALL be sitting in line for a few hours, wishing we were on the big road.

I came into Florence AL on an unfamiliar route, and promptly got lost trying to find the new route/bypass over the Tennessee River. One or two wrong turns, going in what seemed the wrong direction, and finally found the new road south to pick up A72 to Cullman AL.

The overcast sky was keeping temperatures easy, but had been threatening to rain, and finally did, when MOMMA JEANS popped up on the westbound side. Normally, you don't eat at places called 'moms' or 'grannys', or 'momma jeans', but this place looked promising, and I was hungry. So we whipped around when the road was clear, and headed back. Good thing, too, cause the rain started getting serious after I got inside. So I got a good plate of vegetables and watched the storm move north.



The GinnyHawk is basically what is called a "survivor", which means that the car is in pretty much original condition, and probably that the owner is too cheap or broke to restore the thing to showroom quality. Not to say that I am above that; I can be as cheap or broke as anyone. But there is much sentiment attached to the GinnyHawk. Meredith and Ginny's spirits are all over the place—I'm literally in the space they held so many years ago. So it is important that, for now, the thing stays as is. The downside to this is that there are several places of entry for rainwater, not great gobs, just some annoying drips. A towel is a good thing to have on road trips. So after the lunch break and an avoided storm, the wet road was merely a distraction and an occasional dab with the chamois or towel while the wipers took care of the heavy truck spray. On we went southward to L.A. (lower Alabama).

The first night's stop was in Opelika AL, 400 miles out. Or was it Auburn? Hard to tell from the map, or from anybody I talked to. Two young ladies at the motel pool were there celebrating a birthday by getting away from home close by, Auburn, so, this must be Opelika. All I know is that, after jumping in, the pool water tasted like a bad margarita, very salty and flat. Off to the showers and bed.

The next morning, day two, the first fuel up was at a Marathon station just south of I-85; good price I thought, went in and got the receipt, and, after journeying on south a bit, glanced at the receipt, and, 300 DOLLARS! WHAT? Off to the roadside in the dust and gravel, thinking, damn, I've been scammed!

You've undoubtedly heard about these gas pump readers that get your personal data and suck your bank account dry; well, here it was, and I gotta say, it's not a good feeling. A quick call back to the station, then another to our bank, and all seemed to be o.k. The nice young lady at the marathon had apparently given me the wrong pump receipt (there was a guy with a commercial lawn mowing rig there at the same time), but, \$300, even?

Okay, it's all o.k., checked with Jennifer about the bank account, and no unusual withdrawals, checked with Tory at our bank, and all o.k., but, damn, not a good feeling at all! Gotta be more careful. Lesson learned.

Eufaula, is the last town before crossing into lower Georgia on my route. On the north approach to downtown, the road is a wide 4 lane boulevard with big Live oaks forming a canopy overhead. It's a mystery as to why such a road was needed back in horse and buggy days. The town planners must have thought "let's make it BIG!" A lot of the houses along this stretch date back a hundred years or more. Big porches, big columns, old shrubbery, fountains in the front yards; some of it was a bit tattered and could use a coat of paint; the big bronze fairy statue could use a coat of some other color. But the architecture is timeless, ...It's just one big glamorous movie set.

Moving on across the Chattahoochee River, We picked up state route 39 south to Blakley GA, a place dear to my heart in that I used to pick up a load of peanuts there, with a guaranteed run to the Murray, Kentucky Kroger supplier, and home. So I knew the roads around there, and was on familiar ground. I have this knack for finding the best fuel prices, and then passing them by and finding higher prices down the road. It's a gift. Or a curse.

After years of seeking out the best possible prices of fuel in my big truck (which could save 30 or 40 dollars per fueling), it gets to be second nature to keep at it, especially on a road trip. The Hawk was getting around 17 mpg, not bad but not good, so old habits prevail. And who doesn't seek out a buck or two savings? Shoot, we define our economy on the price at the pumps!

Crossing the river into Georgia, prices were down 20 cents. \$4.09 \$3.99....Wow. \$4.20 was the best back at Opelika, let's see what Blakley has....\$4.20.....Geeze... O.K. No big deal. Pull into the first mini mart and...it was like chaperoning a movie star! Three people hollered at me before I could shut down the engine. One old guy took a video of me checking the oil. The waitress and cook were suddenly big fans.

I'm used to the GinnyHawk drawing a lot of attention. When my aunt handed her over to us, she said,"Now, you will have to allow a little extra time on your trips." And we said, you mean for breakdowns? And she replied, "no, to talk to people." And it remains true. So the chicken and vegetables at the Blakley mini-mart were, let's say, sufficient, the adoration was abundant, and we entered Georgia fueled up and jubilant.

When you're close to the Florida panhandle, most roads will lead you into Tallahassee. It is not particularly difficult to keep away from Tallahassee, but it was a priority, however, and my chosen route did so. I was cruising due east towards Thomasville on Rt. 84, when I saw a sign reading 'tour historic old town Cairo, Ga.' Well, it's almost a short cut to Rt. 19 south to Florida, so, why not? After unimpressive downtown, Cairo GA., I proceeded south east to Rt. 19, supposedly, but wound up headed towards, you guessed it, Tallahassee.

It was a pleasant detour, past trim lawns and rural estates, but, eventually, the truth emerged that I was going wrong. Meredith always had an analogue compass mounted on the rear view mirror, but it was long gone, and had not been replaced, and I now sorely missed it. Mr. Rand McNally offered no alternatives other than to go back north to Thomasville. I hate, hate to back track. The cell phone! The cell phone map has an answer! Here was this little road going due east of my location. That would get me over to rt. 19 south. Perfect! Here we go!

Three miles, stop sign. Hey, hello, to the old guy in the ratty old datsun pick-up (yes, Datsun) Stared for several seconds, finally said "What is that?" No help with directions, so, continued on eastward path. Three more miles east, stop sign, four lane crossing. Across is a, what? dirt road? But the phone map says o.k., so, o.k, here we go. Shouldn't be too bad. How bad could it be? My God, Fossilized Mud! Giant Ruts, shock pounding craters, what torture! 5 or 6 miles of this, and it finally eased down into sandy culverts and shaded canopy. I had to take a break.

The odd thing about all this was that I had passed several houses along this hell road, like it was a normal thing. Lower Georgia. Go figure. A few miles later, and I was never so glad to see asphalt. South on Rt. 19 at last, into FL, under I-10, and soon to a tee-out with big US-27, the old main route into Florida's citrus region. This road was replaced by the super-slab I-75, but is still a great way to travel into the south. Time and again, I was pleasantly amazed at how little traffic there was around us. We proceeded southward.

Gary Arrives In Style *By Frank Ambrogio*

Last March, Gary Willoughby of Paris TN wrote that he would be traveling to FL in May for a family celebration, and wanted to stop by for a visit. I last saw Gary and Jennifer in 1993 when they made a brief stop at our previous residence. Of course I was happy to have the chance to see them again after almost 30 years.

May 26th arrived and around 8:00, Gary called to say he should be in Sorrento in about an hour or so. Just before 9:30, I heard the driveway alert sound and correctly figured that Gary arrived. The fact that he arrived safely was good to know, but what he arrived in was a shocker.

For the first time ever, a 1956 Golden Hawk was in my driveway, which wasn't one of mine. Yes, Gary drove the 56J the roughly 800 miles into the heart of the Florida heat and I still can't get the image of that car out of my mind. Noting that the windows were down on both doors, told me the car was not equipped with A/C. As a Detroit native, I've never gotten used to the Florida heat and driving without air conditioning borders on barbaric! I believe the longest trip I ever took in one of my cars was about 150 miles one way.



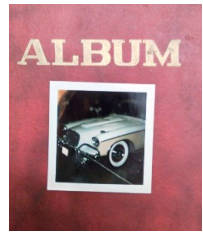
Obviously, Gary's tolerance for heat, as well as his confidence in his 56J far outweigh what I can endure. On the other hand, he is probably 10-15 years younger than I am, so I'm using that fact as my excuse and crutch!

The visit lasted about three hours, and was far too short. I'm not sure we will be able to wait another 30 years for our next visit, but if it happens, we won't have to worry about the heat or the trip. We'll simply adjust our halos, flap our wings, and meet at the Pearly Gates Diner!

The Resurrection Of 6030610 Project (Part 4)

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.



06-21-22 - HI Frank, heads going back on Packard engine this coming weekend..Hope to start it very soon!

07-17-2022 - I sent a short video my wife took last week of me starting the Packard 352 for the first time? I've run the engine a bit more since then, and I'm very happy with it!

I really lucked out just yesterday, as I was able to purchase a bare frame removed from a '54 Stude Hardtop, which was sandblasted, primed, painted with black Imron paint, and then stored away over 45 years ago!

The frame has been standing on its side for all these years, stored inside a dry garage. It's in pristine condition!...I feel very lucky to have found this frame, as my original needs quite a bit of rust repair from sitting on the ground all that time.



Once I rig a temporary radiator, I should be able to drive the Hawk around the yard under its own power, which will be helpful as I work on the car.

Today, I will be lifting body off of original frame, hope to "roll out" original frame from under the body!.....

08-14-22 - Upper floors done!..Also trunk floor..This should stabilize the body enough for me to lift it off of the frame.

Note how nice the dashboard is in this GH...That steering wheel was NOS when I installed it 40 years ago!...It now has multi cracks from sitting in the sun...



I've repaired a few of these Stude steering wheels...Trouble is, this is an 18" sedan wheel, so I don't know if I'll use it... or a C/K wheel which I have.

I was pleasantly surprised to find that Studebaker International still stocks a few NOS stainless steel mouldings for the 56J model...I just ordered a NOS right front fender side moulding.

56J Lifter Clacking

From Mary Kay Zalneb

Note: The valve lifter subject served as the catalyst for the formation of our Register. We've learned a lot in the past 30+ years and hope this helps anyone who is experiencing this problem.

Hi Frank!

This is Mary Kay in Santa Cruz. I have a progress report on my car. After towing it to Fremont in March, the car started for the first time in 40 years on April 4.

I was able to find a local mechanic, reasonably priced and an "old school" kind of guy. Although he has not worked on a Studebaker before, he's so far done a great job. All of the usual stuff that you mentioned. The block has been cleaned out, hoses, brake lines, brakes done, gas tank blasted, radiator flushed, all new fluids, new exhaust, new tires. I even entered my car in her first show - Hot August Niles (Fremont) this past Sunday.

The car has been driven about 30 miles in town, never over 40mph since hitting the road again.

Just this weekend a clacking lifter noise appeared out of nowhere. It stopped after being parked for about 3 hours, but then returned the next day.

I got some advice from Paul O'Neil in Fremont (who lives right around the corner from where my car is stored). Paul is a Studebaker guy - restores cars & sells - many years experience. His advice - "do not wait, adjust the valves ASAP, or you will be in serious trouble". He is able to do the work for me.

The mechanic who has been working on the car thinks we should "try some other things first" like changing to heavier oil, etc. but not adjusting the valves yet "it opens up a whole big can of worms".

I am on the side of Paul the Stude Guy. I feel like the valves are something that should be done any way, so why not now?

What do you think? Sorry for the long email - again. It seems I'm good at that.

Best, Mary Kay Zaineb

NOTE: In and even longer email reply, I suggested the oil pump would probably be the problem. I also asked for help from Joe Hall and Jack Vines.

Here is Jack's response:

Hi, Mary Kay, Yes, the valve lifter noise is endemic to many older Packard V8s.

No, as Frank says, the valves are not adjustable. Paul O'Neal may know Studebakers but is wrong about the Packard V8.

Yes, changing to a new Oldsmobile oil pump is the fix for most cars. A new production run of the adapter kits should be available soon. Email me directly at PackardV8@comcast.net

No, as far as I know, Packard International no longer rebuilds oil pumps, but one would have to ask them to confirm.

The short term work around for summer use is to change the oil and filter and run an additional half quart of 15w-40. - Jack Vines

The Packard V8 Oil Pump *From Jack Vines*

The Packard V8 was only in production for less than a year and used in four different marques over two model years, 1955 and 1956. As with any new engine design, there were some problem areas with the Packard V8 which required redesign.

Chief among these is the oiling system. Early on, Packard Engineering began a series of improvements

aimed at alleviating the valve lifter clicking at hot idle. They made three separate changes to the oiling system:

i. A service kit with a J-shaped copper tube to place in the outside of the pressure relief plunger bore and extend below the oil level in the pan. This didn't solve the problem.

ii. A running production change of a revised cam retainer plate and spacer to go from full pressure oiling of the cam chain to intermittent. This helped maintain higher pressure to the right front lifters, but wasn't the solution.

iii. A redesigned oil pump pressure relief system. These were late in the production life and are consequently very rare today.

iv. A fourth modification, made by some of those servicing the Packard V8s was to eliminate the vacuum pump and replace it with a thick steel bottom plate. Again, an improvement, but not the solution.

As we have learned with the benefit of years of observation, the design flaw in the oiling system was inherent and couldn't be cured by band-aids. The oil pump used in the Packard versions of the engine is basically the same as that used by Cadillac, both with a vacuum pump piggybacked below it. The problem with the Packard application is to have clearance for the vacuum pump required the oil pump to be high in the pan, the top being above the oil level.

Then, there's the very long unsupported oil pump drive shaft used by Packard. Chrysler engineers designing an equally long drive system, placed a bronze bushing in a passage in the block to support the oil pump driveshaft. The Packard V8 does not have this bushing and as the miles and revolutions pass, the unrestrained forces wear the top of the drive shaft bore of the oil pump body. When the shaft bore becomes excessively worn and being above the oil level, the pump begins to suck air down the shaft and aerate the oil.

It's time to note the oil pumps in the Packard V8s used in the 1955-56 Hudson and Nash and the 1956 Studebaker Golden Hawk did not have the vacuum pump, but still have the oiling problems inherent in the high placement of the oil pump and the long unsupported driveshaft.

I have been able to come up with three solutions to the oiling problem:

The first requires a complete redesign and rebuilding of the Packard oil pump. It begins with a 1955 Cadillac oil pump rebuild kit, including new gears and shafts. The Packard oil pump body driveshaft area is drilled larger and a cast iron bushing twice as long as the original bearing area is pressed in. A 3/8" thick bottom plate is machined with a bearing recess in it, so the oil pump driven shaft is supported top and bottom. This works well, but is too labor-intensive and thus too expensive for most to afford.

The second also uses the new Cadillac gears and shafts in the Packard pump body, but without the bushing or the bottom plate. This has proven successful for the limited use most hobby cars get these days. It also has the benefit of being able to retain the vacuum pump for those Packard owners who want total originality. Still too much labor, but available for those who insist.

The third, most common and least expensive, is to replace the Packard oil pump with a late Oldsmobile V8 oil pump and pickup. This concept was developed by three members of the Packard Info.com group several years ago. One of the members tried producing the adapter kit via manual machining. This was too slow and too expensive and he was not able to do the final development necessary to perfect the kits.

I was asked to take on the project and was incredibly fortunate to know a couple of talented machinists who would write a CNC program to produce the adapter kits. Without this happy coincidence, hundreds of Packard V8s would be dead in the water.

The adapter kit consists of a very intricate doorstop-shaped steel adapter block, a steel driveshaft to mate the Packard distributor with the Oldsmobile oil pump and the bolts and printed instructions.

Installation requires dropping the oil pan, removing the OEM pump, plugging the vacuum line hole in the side of the block on the Packard versions, installing the new parts and refitting the pan with a new pan gasket.

The combination of a new oil pump placed lower in the oil has been the solution for most of the Packard V8 oiling problems.

There is also a high volume version of the Oldsmobile oil pump and pickup. The only time I recommend using the high volume unit is on an engine with enough wear in the main bearings to show low oil pressure.

If one has a good local parts connection, he's welcome to source the Oldsmobile parts closer to home. I only make the oil pumps and pickups available as a favor to those who can't buy locally.

The 2022 costs for these are:

- Oil pump conversion kit - \$250
- Oldsmobile oil pump and pickup - \$150
- High volume Olds pump and pickup - \$250
- Shipping - \$10 to \$20 depending on which is ordered.

We've sold hundreds of these kits and they've been shipped all over the world. Who knew there were Packard V8s in Tasmania, India, Australia, New Zealand, Sweden, Norway, Germany, France, et al ?

If anyone reading this thinks he might ever need one of these kits, I suggest he order one now, as they are being

made as a favor to me; neither I nor the favor are guaranteed to last indefinitely. Personal check is OK.

Studebaker-Packard V8 Limited
Jack Vines
3227 E 28th Ave
Spokane, WA 99223
(509) 953-6023

The Packard V8 Oil Pump Continued *From Joe Hall*

Hi Frank and Jack,
Agree with all Jack has written, but will add a few comments: I have run both versions of modified / improved pumps, from Packards Intl, and from Max Merritt. PI uses a thicker bottom plate, and does away with the vacuum pump, if present. They wanted my core first, and assured me they inspected all pumps first, and would not do their mod on a pump with gears worn beyond spec. Their pump worked perfectly for me. The MM pump is modified by installing a second shaft bushing, above the original lower one. The original bushing is 1.25" long, and there's room enough for a second 1.25" bushing above the original, if slotted to accommodate the oil hole between the two bushings. Their pump also worked perfectly for me.

The Olds / 'Melling' pump, as the Packard folks like to call it, has been around at least 15 years, and I installed one in my blue & white 56J in 2007. I first tried the High Output version, which has a pressure relief valve that opens at 65 PSI (stock 56J pump's open at 50 PSI). I was also using the GM modern neoprene rear main seal, and had had one in place for at least a year, and it did not leak. With the HO pump, the seal would leak (badly) at around 1500 RPM and up. After several times of replacing the rear seal, and other attempted remedies, I gave up on the HO Pump and installed an OEM version, which has a 60 PSI relief valve, and pumps less volume. While at it, I also used a Dremel to enlarge the slit in the rear main bearing cap, to increase volume of oil drain back into the pan. No more leaks at the rear main seal; not sure if enlarging the slot in the main cap was helpful, but I have done it to three different motors now, when installing an Olds pump, all with the modern GM seal, and none have leaked. IMHO, the HO pump is too much of a good thing, and the standard Olds pump is more than adequate. Except maybe, as Jack has said, in a worn out motor that has excess bearing clearances throughout. I suspect, if using an original 'rope' seal instead of the modern GM, the leakage problem may be even worse, especially if the motor is not a fresh rebuild with an NOS rope seal (almost non-existent).

To run either version of the Olds pump, for clearance the screen, it is necessary to create a 'bulge' in bottom of the oil pan, about .150" high. I simply use a 2 pound ball peen hammer to do this, from the inside out, but there may be 'cleaner' ways of doing it. To keep the bulge at a minimum, I also ground down the bolt head and edge of the pump plate in the same area, for an additional .050"

or so of clearance. Without these measures, the pan will not seat, no way - no how.

If running an Olds pump, I'd also insure the factory mod Jack mentioned above, which resulted in intermittent (versus steady) lubrication of the timing chain not in place. If in place, I'd remove it. That mod was to increase oil pressure, and the Olds pump borders on excess oil pressure, so it's best to remove that factory mod, if present. Also, under the valve covers, the oil delivered to the rockers changes from drips to streams when the Olds pump is installed. Those streams must be deflected by the valve spring baffles, as needed, to insure they are not running on top of the valve seals. Some early 56Js did not even have those baffles, and they must be present with the Olds pump. In order to accurately adjust the baffles, I used a piece of cardboard to block the engine fan from blowing the oil streams sideways.

Of all the options Jack mentioned, I believe the Olds pump is best, but it is not a drop in; the additional measures above must be addressed. Next best would be Jack's version of the modified OEM pump, but I'd also be OK with one modified by Packards Intl or Max Merritt, but not sure if they are even available anymore.

Thanks for the write up Jack, it has been addressed before, but an update is long overdue.

Mail Bonding



Letters From Our Readers. (Edited as required.)

Kevin Luedtke May 30, 2022

Hi Frank, - I enjoyed reading your latest newsletter. It's like getting a letter from a cousin and hearing about what the rest of the family is up to!

Would it be OK if I reprinted the Joe Hall article and the Wikipedia Ultramatic article in our local Motor City Packards newsletter? I know that anybody can take Wikipedia articles, but I thought it would be best to ask since you might think it a strange coincidence to see that article in *The Packard Digest* after having just published it yourself!

If brownie points for sharing are worth anything, we (*The Packard Digest*) just shared a technical article with *Turning Wheels*, which should be appearing in a few weeks or so.

Please let me know if this would be OK. As always, I enjoy and appreciate what you're doing for the 56 J cars!

Kind regards,

Kevin Luedtke - Interim Editor,
The Packard Digest of Motor City Packards

Chris Mizzi August 19, 2022

I was invited to show my 56J at the upcoming Detroit Concours show in September. I was also invited to the press event which was a couple weeks ago. Here is a news clip from our local station that covered it. You can see my car features throughout the clip, and right behind McKeel Hagerty during his interview.

https://www.wxyz.com/news/concours-delegance-will-celebrate-american-car-culture-in-detroit-this-year?_amp=true

By: Kim Russell

Posted at 5:57 PM, Aug 04, 2022 and last updated 2022-08-04 18:03:43-04

DETROIT (WXYZ) — The Concours d'Elegance is honoring the Motor City by moving the event this year to Detroit.

It is a high-class celebration of the most high performing and elite automobiles. For years, it has been held at the beautiful St. John's Hotel and Golf Course in Plymouth.

"What we felt was missing from it was the city of Detroit," said McKeel Hagerty, the CEO of Hagerty.

Hagerty says next month, we will have a weekend-long tribute to American car culture in Detroit.

It will include a Cars and Community show Saturday, Sept. 17 at Comerica Park. That evening, there will be a "Motor City Party" at the College for Creative Studies Taubman Center.

During the party, guests will pay tribute to Ed Welburn, a designer, Automotive Hall of Fame inductee and former General Motors vice president of Global Design.

They will also hear from Ralph Gilles, chief design officer at Stellantis, Hau Thai-Tang, executive vice president at Ford Motor Company, and Doug L. Parks, executive vice president at General Motors, to discuss the future of the automobile industry.

Then on Sunday, the Concours d'Elegance will take place at the Detroit Institute of Arts, featuring historically significant vehicles.

"The idea is to really elevate cars to their highest forms. The artwork, the music that was part of that time. So it is kind of like a rolling museum display, but it will take place right here at the DIA in this leafy green environment," Hagerty said.

You can learn more at detroitconcours.com.

Chris Mizzi Continues September 20, 2022

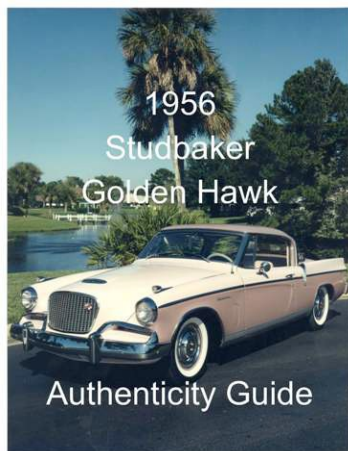
Hi Frank. I won Best in Class for my 56 Golden Hawk at the 2022 Detroit Concours D'elegance yesterday. I also won Best in Class for my 1932 Ford hot rod. I can't believe it! Here are a couple of pictures. - Chris



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,
 Phone: 844-788-3344

Here We Grow Again

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

Gains

720 Ray Green SN 6033303*
 Sacramento CA Previous Owner Unknown

(If Present):

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

Loses

595 Bill Huber Email address failed twice.
 623 Dale Hall Newsletter undeliverable

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	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.	

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). 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

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.

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**

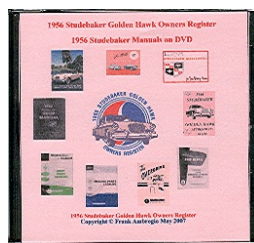


\$20.00

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



\$20.00

Shop Manual, 1958 Shop Manual Supplement, *56J Only* Newsletter back issues, 1956 GH Production Orders. (Same as the *Flash Drive*, without the *Restorers Guide Video*.)



\$20.00

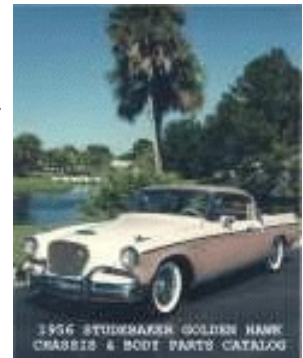
1956 Golden Hawk Restorers Guide on DVD Contains a video version of the Authenticity Guide with many new items discussed.

(Video is Included on the *Flash Drive* shown above)

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

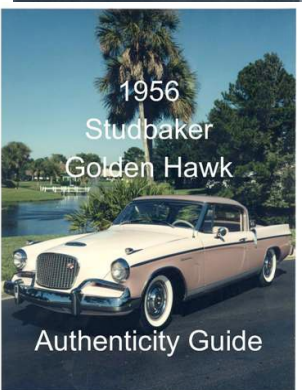
Printed copies, No Longer Available due to high printing cost

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,

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

- **Gary Willoughby** takes a trip to Florida for a family event.
- **Ed Capozzi** provides updates to the continuing story of the resurrection of Serial 6030610.
- **Christopher Slater** writes of John DeLorean and the Fantastic Ultramatic Drive - Reprinted from *Packard Cars*.
- **Mary Kay Zalneb** got her car on the road after 40 years, entered a show, but started hearing lifter noise.
- **Jack Vines** provides a detailed account of the problems and solutions regarding the Packard oil pump.
- **Joe Hall** gives additional information on the Packard oil pump.
- **Kevin Luedtke** enjoyed Joe Hall's 56J engine story reprinted it in *The Packard Digest, of Motor City Packards*.
- **Chris Mizzi** was asked to display his 1956 Golden Hawk at the Concours d'Elegance in Detroit in September.
- **Doug Button** has a few of the printed *Authenticity Guides* available.

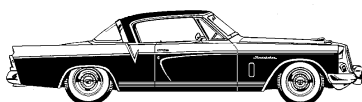
- **NOTES:**

- **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 at www.1956GoldenHawk.com.



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MAIL TO:



For the Type "J" Personality