



56J ONLY

THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER



Web Site: www.1956GoldenHawk.com

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IN THIS CORNER •••

It's weighing-in time for automatic vs. conventional transmissions

by Paul Sorber

NOTE: The following article was submitted by Kenny Durkee. The article is from Motor Trend, June 1956. Remember that when you get to the second paragraph which makes reference to the "inexpensive" cost of gas. It is interesting that they chose two 1956 Golden Hawks for their test.

Eliminating the necessity for nimble footwork seems to be the most important factor in sales of automatic over conventional transmissions. You, the buyers, are becoming more and more interested in the extinction of the clutch pedal. Before the conventional gearbox becomes a relic of the past, you should consider and compare the advantages and disadvantages of each system, if only to have the dope for your grandchildren when they start asking about the good old days.

Automatics are, by far, the simplest to operate in heavy traffic, a boon to the comfort-loving or just plain lazy driver. However, this gain in driving ease is often at the expense of fuel economy, controllability, and dependability. With gasoline so inexpensive in the U.S., fuel economy has actually become of little importance to the average driver.

The high mechanical perfection of automatics has reduced their failures to a nearly negligible level. This leaves but a few special cases where they are unsuitable. With the possible exceptions of the new Hydra-Matic and TorqueFlite transmissions, automatics just don't make the grade in mountains, for towing trailers, or as a substitute for skillful driving on slippery roads.

Mountain dwellers and trailer owners have discovered (frequently the hard way) that heavy loads spell overheating, rapid wear, and eventual destruction for an automatic. In addition, reducing the braking effect due to engine compression results in fading or at least quick-wearing brakes.

Driving on slippery, icy roads is difficult at best, and an automatic transmission can be a real help to the novice driver by smoothing out his shifts. Since the primary cause of skids is a sudden surge of power or a jerky application of brakes, the smoothness of an automatic can reduce a portion of the causes. However, nothing can substitute for a conventional transmission in the

hands of an expert. Careful use of a conventional system can result in equally smooth acceleration and much quicker stops which save the brakes.



By now, you may be wondering what's so great about an automatic transmission. Well, remember that the majority of our population now lives in, or within commuting distance of, a city. In such areas of stop-and-go driving, automatics are quite superior, since they end all the constant, meaningless, fatigue-producing shifting necessary in these conditions. Also, wives have a great deal to say about the purchase of an automobile, and most women just "want an automatic". In both cases, it seems that we buy automatics.

In spite of the extra work involved in their operation, conventional transmissions find ready champions among those of us who must be thrifty with our gasoline dollars among those peculiar chaps who like to shift, and among bachelors. The fact of an actual mechanical lockup between the engine and rear wheels, in each gear, has several advantages, namely: lower fuel consumption, compression braking, lower initial cost and maintenance, and (usually) better performance.

Leaving the cost for later, let's look at these other factors. We obtained 2 Studebaker Golden Hawks for a comparison. Now, the comparison table shows very little difference in performance and gas mileage. Why? Mainly because the rear-axle ratios are different (though they are similar to those usually supplied with automatic and overdrive, respectively) and partially because the 4-barrel carburetor was not functioning efficiently.

If you could obtain (and you frequently can) a conventional transmission with the higher rear-axle ratio that's standard with the automatic gearbox, you would notice a dramatic saving in gasoline, and quite a bit better performance than with automatic. In this particular case, the overdrive gives a good indication of the conventional (non-overdrive) transmission's possibilities with the higher-ratio rear-end gears.

Another facet to be considered is that an overdrive is subjected to unusually great strain in 1st and 2nd gears. Many people use overdrive with 2nd gear to reduce shifting in stop-and-go conditions. But the torque multiplication of 2nd gear produces tremendous strains as the overdrive engages and disengages. This is especially important when you consider the torque output of the big V8s in use now. These shocks, when the overdrive shifts, can and will cause it to wear excessively. An overdrive shouldn't be used in town: it should be saved for the open highway where it can be a real asset.

Performance is often greatly improved by the use of a conventional gearbox, both in acceleration (if you can speedshift) and at cruising speeds. If the shift linkage is poorly adjusted, speedshifting will be difficult or impossible and there's a possibility you'll strip a few teeth off the gears. Don't try it unless you're prepared to face the results of a blunder. Some of our acceleration figures

(see table) are not quite so good as those achieved with the automatic, partly because of the shifting problem and partly because of the rear-end gear-ratio difference. Still, for those of you who wish the peak in performance, tops in control, and better miles per gallon figures, a conventional transmission is best.

Now for the cost angle. With few exceptions, conventional transmissions are still standard equipment on new cars, and an automatic will cost an additional \$100 to \$200. Trade-in value of cars with automatics is slightly higher than for those with conventional gearboxes, but not enough to make a significant difference, since an automatic costs more in the 1st place. As for maintenance, the conventional transmission is much less expensive to repair or adjust, due to its relative simplicity of construction. You may want to refer to "The Great Gearbox Swindle" (April '56 MT) for a fuller discussion of repair pitfalls.

As for the future, you can expect to find it more and more difficult to buy a conventional transmission in your new car. Automatics are here to stay, but there are rumors of a 4-speed, close-ratio conventional transmission in the works. We don't believe it, tho; it's too good to be true.

The next best thing is Chevrolet's new 3-speed gearbox, available on the Corvette only. This seems a bit shortsighted of the Chevy people, since this gearbox would be a real joy in the regular Chevys. There is lots of room for improvement in overdrives, too. The British build and sell several that make ours look a little sick.

And so we adjourn to the sidelines to watch the automatics roll by, and perhaps mourn a little for the vanishing conventional transmission.

How they Compare

	Automatic (Ultramatic, 3.07 rear axle)	Conventional (3 speeds and overdrive 3.92 rear axle)
Acceleration	From Standing Start 0-30 mph 3.4 0-60 9.2 Quarter-mile 17.3 and 80 mph Passing Speeds 30-50 mph 3.3 50-80 mph 8.5	From Standing Start 0-30 mph 3.6 0-60 9.6 Quarter-mile 16.8 and 83 mph Passing Speeds 30-50 mph 3.4 (2 nd gear) 50-80 mph 9.0
Fuel Consumption	Steady Speeds 20.1 mpg @ 30 19.0 mpg @ 45 16.7 mpg @ 60 15.5 mpg @ 75	Steady Speeds High gear: 20.2 mpg @ 30 17.6 mpg @ 45 Overdrive: 23.4 mpg @ 30 23.6 mpg @ 45 18.6 @ 60 16.0 mpg @ 75

Paul Revell's Web Page

From Paul Revell

Editor's Note: As many of you know, I manage our sister web site at www.StudebakerVendors.com with links to all the major vendors offering Studebaker service/items on the web. I also create and host simple web pages for small volume vendors who can't afford to pay a professional web development service. By pooling our sources, the cost is just \$35.00 a year. Paul lives in Canada, so his cost ended up quite a bit more. We also discussed the problem with hackers and spammers. Paul's page is at: <http://studebakervendors.com/revell>

Hi Frank, - Money sent. FYI, it was about \$53 Canadian. Paypal charges about \$5 for the transaction and about an extra 3% for the exchange rate.

I know about the screwballs messing up everything. The message on the answering machine on the Ontario government scam line here is something like: "Thank you for calling the fraud investigation line. Please do not leave any confidential information on our lines because they have been hacked. For your information, we do not investigate any fraud cases unless you have lost money."

FYI, the 40 cars I listed are gone as of fall last year. Probably a lot of good parts are gone, but the local kids were roaming and I didn't want that. I spent about two weeks taking some parts off with a hired helper.

About 100 left, all complete cars, about 40 worth restoring. Given a \$9K to \$15K paint job cost for a solid car, most Larks are just not going to get it done. Concentrating on CKs, GTs, convertibles and Bullet Noses. In the past, I've done lots of good quality body work and painted cars fairly well. I've bought some new body and paint equipment. In the past I have been able to complete a car every two weeks if working full-time on it. However, I am still working 3 days a week at work.

I will be updating my ad. Very few requests for parts or cars, only for unobtainium parts. The cars left are complete - I am unlikely to part them out. It just takes too much time because my barn is two hours away so if there is only one parts request and I have it, it is a minimum of a day to get it. Shipping costs have also thwarted many purchases. i.e. I sold a car for \$1500 to California. Shipping cost was going to be \$7500. Transaction cancelled. .

Damn mice got into the nice 56J a year ago and ruined the upholstery. I've got some new correct upholstery from SMS but its not sewn up yet. I was very happy I was able to get it, and bought enough for 2 mauve cars including the dielectric pleated vinyl.. (I have 2 56Js, a mauve and white and a gold and white)

Thank you for all of your work for the 56J and for the club.

Best regards, Paul

Selling My Extra Parts

From Ron Johnson

Good to see the 56J newsletter is still going strong - Enclosed is a donation, just because!

50+ years here with the ceramic green/white G-Hawk, driven regularly when nice weather. Mighty Skypower 352 still slugging it out up front.



Here's the olde crate at the Musclegar National show in the Chicago area 3 years ago:

Time to sell some stuff, all C-K. Used sheet metal, suspension parts, bumpers, etc., along with a pair of Sweepstakes 289s. One is an R3 claimed 299" from a 1958 Silver Hawk I drove for 26 years.

And still messing with old open cockpit aeroplanes, vintage motorcycles and flathead open wheel race cars.

- 1 V8-60 Midget, still vintage raced
- 1 Late 40's big car (sprinter), street driven, tweaked flathead.
- 1 34 Miller Fort V8 Ind replica, street driven
- 1 more flathead sprinter to go!



Vintage Original '48 Ford Sprint Car Now Street Driven! Glory Days at Byron! How cool is this vintage original 48 Ford flathead v8 powered sprint car! Originally racing the dirt tracks in the Midwest, Ron Johnson's sprint car now spends its time on the streets and driven to compete at nostalgia drag racing events! As Byron Dragway's announcer Randy Simpson says It's one cool hotrod! #glorydays #sprintcar #flathead

Here's the sprinter at the drags--best ever is 14.82--90 mph. Geezers, having' fun! Why: Because I still can!

I passed on a local 57 G Hawk here that would have been a relatively easy resto, but sanity prevailed. With 4 antique, open cockpit aeroplanes, the G Hawk and 61 Vette (40 years), V8-60 midget (regular runner in vintage racing), street-legal flathead sprinter, 35 Miller Ford Ind repop flattie, another flattie sprinter to do, and 8 vintage motorcycles (all run), I have enough stuff. Now add spare engines and parts for all, and it gets nuts.

Skypowerly - Ron Johnson

Yours Truly, Johnny Dollar
From Fred & Linda Fox

I have a question for you. Linda and I are big fans of what is called Old Time Radio (OTR). One of the programs we have enjoyed is *Yours Truly Johnny Dollar*. It ran from 1948 to 1962. Many actors played Johnny, but the best was Bob Bailey, who played Johnny from 1955 to 1960. In at least two of his circa 1956 shows he made positive comments about 1956 "Studebaker Golden Hawks" belonging to other characters in the shows. My question is, have you ever mentioned this fact in a copy of 56J ONLY?

NOTE: When I received Fred's letter, the answer to that question was no. But, now that this issue has been distributed, the answer is (sorta) yes! Thanks to Fred, now it has been mentioned in 56J Only, just not by me! But, I can fix that. Read on:

Honestly, I had never heard of that show, but my curiosity was stimulated. So, I searched the web and found a good history on Wikipedia.

I also found a complete list of episodes, including air dates, from 1949 through 1962.

I then found many videos on *YouTube* and I got lucky. The episode in which the Studebaker Golden Hawk was mentioned, was:

"The Curse of Kamashek Matter", which aired September 3, 1956. That episode is on YouTube several times. I checked this one at:

https://www.youtube.com/watch?v=hLvBoPP9_XQ

The Studebaker Golden Hawk is mentioned at the 2:44 minute mark, and again at the 12:31 minute mark. However there is no mention of the year,

When I reported my findings to Fred, he replied:
"I always knew it was a 1956 Golden Hawk, since 1957 Studebaker assembly did not start until August 29, 1956.

Besides The Curse of Kamashek Matter you located, I remember clearly that another '56 Golden Hawk was mentioned in a different five part story. Years ago, I wrote down the two titles, but I'm not certain where I filed the note. I do that a lot! Being a pack rat and living for 55 years on the same six acre property with several

outbuildings, it is no challenge to lose track of some things. Thanks for your response."

Knowing there was another episode mentioning the Studebaker Golden Hawk, I did more searching. Here is what I found:

[Yours Truly Johnny Dollar The Callicles Matter, Part 1, Air Date April 30, 1956](#)

On YouTube at:

<https://www.youtube.com/watch?v=ENqaZ82FOGs>

The Studebaker Golden Hawk is mentioned at the 4:36 mark.

[Yours Truly, Johnny Dollar - The Matter of the Medium, Well Done, Part 5, Episode 397, Air Date May 18, 1956](#)

On YouTube at:

<https://www.youtube.com/watch?v=Zowp0yulyS0>

The Studebaker Golden Hawk is mentioned toward the end, at the 1:06:15 mark.

Leo Schigiel
January 9, 1949 - September 25, 2021
From Frank Ambrogio

Leo wasn't a Studebaker man, but he still owned two 1956 Golden Hawks. Perhaps you will remember my story about his racing one of them in the 2013 Mille Miglia in Italy. At that time, it became the only Studebaker to ever finish, and followed up two years later with another finish. The second time with a different driver. My story of the event appeared in Issue 76 of 56J Only, and in the July 2015 issue of *Turning Wheels*. Leo was born in Havana, Cuba



I had the pleasure of meeting Leo and his wife, Lisa, at a Concours d'Elegance in Lake Mirror (Lakeland) FL, a few months after his return from Italy. Leo had two cars on display, both positioned around the lake's perimeter. The other car was one of those Mercedes SL350 (I think) sports cars. He told me he spent over a million restoring the Mercedes and about 90K on the 56J, and everyone was crowded around the Golden Hawk. Obviously, the spectators showed a lot of class.

I don't normally write stories about an owner passing, but this points out something I've faced for decades.

Since we don't charge dues, there is no yearly renewal period where I can keep our owners roster up to date. Instead, I try to keep track of any correspondence or other information on registered owners by putting the year in a field of each person's record. Every year, I search for all the records with a year that is four years old. I write and ask them to let me know if they are receiving the newsletters and still own their car(s). I make 3 attempts to get a response.

After 3 non-responses, I drop the owner from our Register. The reason they don't respond usually remains a mystery to me. Sometimes, the car will show up again when a new owner registers it with us.

In Leo's case, a year and a half passed since his death before I found out. I only found out because the email with the newsletter, came back as undeliverable. I knew Leo owned a company, but its web site was also gone.. I finally found his obituary.

I've listed the names of owners who haven't been heard from in four years, and didn't respond to my 3 messages, in our *Here We Grow Again Section*. If you know any of them, please let me know their story.

The Mysterious Green/Yellow 56J

From Frank Ambrogio & Tom Francis

I got interested in the old car hobby in 1981. That year I attended an auction in Lakeland FL that had a solid green 56J listed. The car ran and looked pretty nice, and I noticed it had a cracked tail light lens on the passenger side. I was new to auctions, so I wasn't there to bid, and I never knew if the car sold.

I attended the auction again the following year, and the same 56J was there, except it was now painted green and yellow. It still had the cracked tail light lens, so I was sure it was the same car.

In 1997 Dale Gittings of Naples FL registered a green & Yellow 56J. I thought this might be the same car from that auction, but never asked Dale about it. The last time I heard from Dale was in 2014, and he died in 2016. His 56J went into my *Unknown* file.

In 2022, Tom Francis asked about a car in the Chicago area that was green & yellow. I told him my story, and it turns out, it was the same car. Tom's report follows:

Tom Francis February 18, 2023

Good to hear from you Frank. I hope all is well with you and your family.

I did get the donor 56J, which we discussed back in November. It is in fact the same car belonging to your old acquaintance Dale Gittings who has since passed. It certainly appears to be the same car you saw at auction in 1981. The right tail light lens had been glued back together. The color is the same yellow and green. It is not the best color combo for any car, let alone a 56J.

I pulled the Packard 352 and tore it down. Currently it is, and has been for a couple months, at a machine shop. I was able to salvage many useful parts from the car. It had been underwater at some point, above the engine bay level. I found a lot of sand and mussel shells under the intake manifold! The body unfortunately is too far

gone for restoration. Salt water appears to have been the culprit.

My running 56J, which I had hoped to put the Packard 352 in, has proven not to be a good candidate. Once I began comparing Gitting's car to mine, I realized that my car's body had been put on to another K body Stude chassis, with the Stude 259 at some point. It explains why the doors and other points do not fit as they should, as well as the motor mount pillow blocks which will not accommodate the Packard 352. Disappointing, as I had hoped to bring my car back to its original configuration. Gitting's chassis is a rusted mess, with many of its structural components compromised.

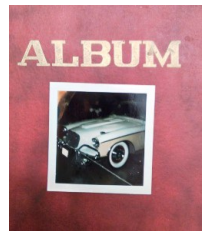
I am currently looking (but not too hard, as I had to replace my HVAC system last month \$\$\$) for another 56J which has not been modified. I like the original configuration best. After my experience with these two cars, I will be a far more savvy buyer. As with most things in life, you learn by trial and error.

The Resurrection Of 6030610 Project

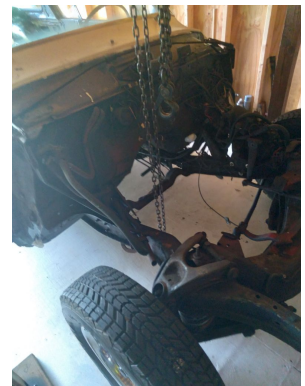
(Part 4)

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.



05-16-23 Hi Frank...hope all is well!...Getting ready to lift body of 56J and swap frames...Installed spare valve covers on engine so as not to damage PACKARD script ones....Ed C
(See frame photo, last page)



56J Steering Wheels, Available Again
From Frank Ambrogio

When Tom Shrock became ill in 2020, the Shrock brother closed their shop and sold their steering wheel molds to Rex Miltenberger in MI. I wrote to Rex, to see if he was going to continue offering the wheels, but he never answered my message.

I was checking the vendors listing in the March 2023 *Turning Wheels* (the newsletter of the *Studebaker Drivers Club*) and saw Rex's listing. I checked his web site and the 56J wheel is listed for \$925 using your old core. Rex's web site is at: <https://studebakerreproductions.com>

Mail Bonding



Letters From Our Readers. (Edited as required.)

Tom Noller January 31, 2023

Frank - Thank you for the newsletter! Wonderfully done and I especially loved Gary's Ginny Hawk stories.

He's much more courageous than me. I find timidity is creeping into my "old age" with finding excuses for not driving my Stude places. I'm still able to push through it, though, and take the ol' girl out for running errands. Tennessee to Florida and back is almost heroic!

Bless you, Brother! - Tom in WA

Bob Edwards January 30, 2023

Great read, enjoyed the trip with Gary and the Ginny Hawk. Still here and hanging on, doing well. 56J in the garage waiting for dry weather.

Hope all is well with you. - Bob & Trish

Gus Daub February 02, 2023

Thank you for another great news letter. Brave man, Gary Willoughby, to drive all that way in his 56J. I would have really dreaded the slow traffic and red lights, mine tends to heat up in those situations.

How have you been doing with your treatments? I hope the prognosis is good.

Bob Tetreault February 11, 2023

I'm still fixing cars, still have the 56 GH. Now 81. Don't know how long I will keep doing what I do, but for now, I will keep doing. Keep the newsletter coming.

Thank You - Bob, P.S. Money for postage included.

Mary Kay Zaineb May 24, 2023

My car is getting closer to the end zone. The information from Jack Vines and Joe Hall was great! So helpful. I purchased the pump kit just in case I ever need it. The quick fix for summer is working fine for now. I'm hoping to tackle shocks & check on the suspension next. I'd also like to take another look at the brakes. My mechanic seems to think the brakes are O.K. I don't feel comfortable with them at all. I feel that they would not stop the car in time in an emergency situation. He told me there is a "power booster" but he isn't sure it works. Any suggestions?

A funny side note. The oil pump kit that I ordered from Jack. I placed it in the trunk and the latch to the trunk quit working. I can't get the trunk open! Guess a locksmith is in order. What luck, eh? So...that's where we're at with the saga of the Golden Hawk. I'll keep in better touch from now on.

Here We Grow Again

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

Gains

722 Dwight Fitzsimons SN 6031611
 Dyke VA Prev Owner Don Fitzsomons

723 Billy Phelps SN 6030565** (For Sale)
 Fredonia KY Prev Owner Jon Simpson

(If Present):

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

Loses

252 Jim Burdick No reply to my messages*
 669 John Goff No reply to my messages*
 467 Leigh Holt No reply to my messages*
 106 Sterling Hornoi No reply to my messages*
 003 John Raises No reply to my messages*
 686 David Smith No reply to my messages*
 574 Leo Schigiel Died 09/25/21 (Cancer)
 491 Yngvar Stenersen No reply to my messages*

* Have not been heard from in at least four years.

The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

217	Registered Owners
272	Cars Registered (includes parts cars)
375	*Cars Reported But Not Registered by Owner
647	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

Please visit our sister web site at: www.StudebakerVendors.com With links to over 150 web sites dealing with Studebaker.



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,
(Nothing new for this period)

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

1956 Studebaker Golden Hawk Authenticity Guide (Posted on our web site). Need a printed copy? A batch of the new *Authenticity Guide* in full color was created in 2021 by Doug Button. Contact Doug Button, Phone: 844-788-3344 Email : accounts@timemachines.net



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



\$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 are No Longer Available due to high printing cost**

However, the Catalog is available as a .pdf download from our web site..



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 a printed copy

Make Checks Payable to: Frank Ambrogio.

In this Issue

- **Kenny Durkee** submits a story from Paul Sorber, who provides a comparison of automatic versus conventional transmissions from long ago.
- **Paul Revell** still has many Studebakers and parts available at his property near his home.
- **Ron Johnson** checks in with an update to what he's been doing, and selling.
- **Fred K. Fox** asks about an old time radio program that made mention of a Studebaker Golden Hawk.
- **Leo Schigiel** who raced a 1956 Golden Hawk at the Mille Miglia in 2013, passed away in 2021.
- **Tom Francis** owns the remains of a car whose whereabouts have been a mystery since 1981.
- **Rex Miltenberger** has steering wheels for the 1956 Golden Hawk, listed on his web site.
- **Doug Button** has a few of the printed *Authenticity Guides* available (See the Want Ads).

• 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](http://www.1956GoldenHawk.com) on our home page at www.1956GoldenHawk.com.



Ed Capozzi has been providing a running account of his project. This is a photo of the new frame that he will use for the resurrection of Serial # 6030610. See more photos about the project, on page 5.



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MAIL TO:



For the Type "J" Personality