



# 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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### John DeLorean and the Fantastic Ultramatic Drive

February 18, 2021 / in Packard Cars, Ultramatic Transmission / by Christopher Slater  
reprinted With Permission - The Packard Proving Grounds

Web Site: <https://packardprovinggrounds.org> Blog: <https://packardprovinggrounds.org/blog/>

In the 1940s General Motors stunned the automotive world with the debut of their “Hydra-Matic Drive” automatic transmission. Up until this time a certain learned skill was needed to operate a clutch pedal and a gearbox in concert for the sake of moving an automobile forward. Now with GM’s automatic transmission you could literally stomp on the gas pedal and go. Even though the GM Hydra-Matic Drive was an expensive option it quickly became the “must have” feature for anyone considering the purchase of a Cadillac luxury car.

Being in the business of making luxury cars themselves, Packard took notice. Although Packard had been experimenting with automatic transmissions since the 1930s, it took until September 1945 for the Board of Directors to commit the funds necessary to develop an automatic transmission.

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d e s i g n s w e r e b e i n g c o n s i d e r e d a n d p r o t o t y p e t r a n s m i s s i o n s w e r e b e i n g i n s t a l l e d o n t o t e s t s t a n d s i n P a c k a r d ’ s E n g i n e e r i n g L a b s . B u t c u s t o m e r s d o n ’ t d r i v e t e s t s t a n d s , t h e y d r i v e a u t o m o b i l e s . S o i t w o u l d n ’ t b e l o n g b e f o r e t h e p r o t o t y p e t r a n s m i s s i o n s w e r e i n s t a l l e d i n t o t e s t m u l e s s o t h e e n g i n e e r s c o u l d d r i v e t h e m a r o u n d t h e P a c k a r d P r o v i n g G r o u n d s .

Packard customers drive their automobiles in all kinds of road conditions – gravel, dirt, mud, sand, snow, deep puddles, and steep grades – so you can be sure that the engineers of the Proving Grounds used the back forty, the water trough, and the steep 38% grade of the test hill,

to duplicate all of the harsh conditions that Packard owners would encounter.

The long straightaways of the high speed test track would be used to test high speed capabilities and long term endurance. Acceleration tests from a standing start would demonstrate how effectively the transmission delivers power from the engine to the rear wheels. A Packard owner would expect to pass other vehicles with ease at highway speeds so the ability to do that would also be confirmed on the test track.

After multiple years of testing and refinement Packard announced the availability of their automatic transmission which they christened the “Ultramatic Drive”. It’s worth noting that the transmission was designed and manufactured using entirely in-house engineering resources – something that no other American independent automaker would accomplish.

As delivered, the transmission combined a fluid coupled torque converter for smoothness with a two speed axial drive. This provide the owner with two power ranges; a high range for normal driving plus a low range suitable for driving at low speeds through mud and snow.

Additionally the engineering team created a lock up feature in the torque converter that improved fuel economy at highway speeds. The next time you drive your automobile remember to thank Packard engineering for this innovation – it continues to be used in automatic transmissions to this day.

On May 31, 1949 the first production Packard with Ultramatic made the drive from Detroit, Michigan to Indianapolis, Indiana and arrived in good shape. Success at last! Over the next several years the Packard Engineering team set about improving the transmission. To help accomplish that goal you would need to hire talented engineers. One such engineer was John DeLorean who was recruited in 1953 by Chief Engineer McFarland.

Packard had a well-deserved reputation for precision engineering and the ability to manufacture with exacting tolerances on the assembly line. By joining McFarland's transmission



team John DeLorean was going to learn about automobile engineering and manufacturing from the one of the strongest engineering teams in the Detroit automotive business.

But when John joined the team he was presented with a problem. Packard customers thought their cars accelerated slowly when the transmission was used with the normal high range. Slow enough that some Packard owners were using the low range to accelerate away from a traffic light and then manually "shifting" the transmission to the high range. Yes, manually shifting from the low range to the high range produced better acceleration but it could also damage the transmission. And broken transmissions would create an entirely new problem for Packard and their customers.

However the team recognized an opportunity to improve the transmission by copying their customers. This resulted in a second version of the transmission called the "Gear-Start Ultramatic Drive" which was made available with 1954 Packards. While it still had two ranges – low and high – it included a third option that would start in the transmission in the low range and then automatically shift to the high range as the car gained speed. This significantly improved vehicle acceleration from a standing start and made Packard customers happier with their big straight eight Packards.

But even more change was coming for Packard customers in 1955 as Packard was introducing all new automobiles with flashy styling, bright colors, and powerful V8 engines. Once again, DeLorean and his team were asked to improve the transmission. This time to be able to handle the high torque of these new V8 engines, especially the sporty range topping dual-carburetor Caribbean models. The Detroit horsepower race was in full swing and Packard was not shy about competing.

DeLorean and his team delivered a new "Twin-Ultramatic" transmission for the 1955 Packards and one year later they created the "Touch Button Ultramatic" version. This fantastic update included push button control of the transmission. It was quite the swan song for Packard and a big win for DeLorean's team.

But all was not well with Packard. Shortly after DeLorean joined Packard they merged with the Studebaker

Corporation to create the Studebaker-Packard Corporation. By merging their resources they hoped to create an automobile manufacturer with resources to compete with the other "Big 3" Detroit auto makers. But perhaps DeLorean knew that the health of the company was in jeopardy and now was the time to take his career to another company. Having just been promoted to replace McFarland as the Head of Research and Development at Packard his success would be quite apparent to other companies. Perhaps GM would be interested?

Well yes, GM was interested. After meeting with Oliver Kelley, Vice President of Engineering at General Motors, he was offered his choice of a job in any of five divisions of GM. DeLorean said yes to the offer. He joined the Pontiac Motor Division of General Motors in 1956 as assistant to the chief engineer and rose quickly so that by 1961 he was promoted to Chief Engineer of PMD.

But consider his choice of the Pontiac Motor Division of GM. When DeLorean joined PMD in 1956 they were making cars that appealed to an older more mature demographic, much like Packard was doing. Yet there was a wave of post-war "baby boom" consumers who were eager to purchase cars with exciting styling and powerful acceleration. If DeLorean could drive the PMD to create automobiles that would grab the attention of these young consumers then he could effectively relaunch Pontiac as a youth brand. Which is exactly what he did.

And with the launch of the Pontiac GTO in 1964 the transformation was complete. Consumers recognized Pontiac as the performance division of GM and John DeLorean became the youngest man to head a division of General Motors.

While John DeLorean will be long remembered for creating the Pontiac GTO – the muscle car that kicked off a horsepower race between the "Big 3" automobile manufacturers – at the Packard Proving Grounds we acknowledge his contributions to the Packard Motor Car Company and the fantastic Ultramatic Drive.

## Remote Battery Disconnect Switch Why you need this!

By Wayne Lee

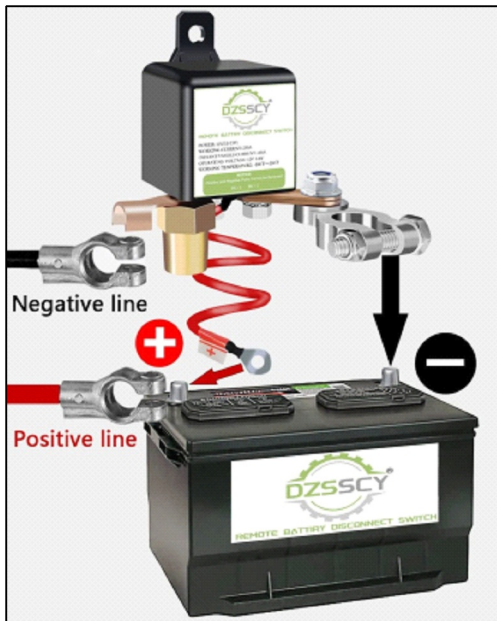
My Studebaker has only one locking door and it's on the wrong side of the car. It's kind of a pain to have to lock my door, slide across the seat and get out on the passenger side and then lock that door.

Recently, while researching my options for a solution, I discovered a remote battery disconnect switch that comes with two small remotes. The operation is simple: push the "off button" and the battery is electrically disconnected from the car. Push the "on button" and the battery is re-connected to the car.

The switch I picked is available on Amazon for \$22.98. Click here to see it <https://tinyurl.com/Remote-Battery-Disconnect>. It includes the pieces needed to fit batteries with the fat top posts or the small front posts.



Installation on the negative battery post was really straight forward with simple hand tools. Connecting the red wire to the positive battery post completed the job; all in less than 15 minutes start to finish. Now I can disconnect the battery with a simple push button and the car cannot be started without the remote.



Isolating the battery and denying anyone the ability to start the engine will give you confidence that whatever vehicle you've installed this switch on will still be right where you left it when you come out of the store.

## Vapor Lock

From Bob Ferrand

From The Packard Digest newsletter of Motor City Packards - Reprinted with permission

Note from The Packard Digest Editor, Kevin Luedke: We had several requests from members to print transcripts from the presentation former editor Bob gave at the annual MCP Tech Session, held this time on Saturday, May 20, 2023. Bob has graciously allowed us to publish his notes.

For our discussion of vapor lock, it's important to know that when a liquid is put under pressure, the boiling point of that liquid rises (this is why your engine's cooling system is pressurized, to prevent the coolant from boiling out of the radiator under extreme conditions), and conversely, when the liquid is under a condition of vacuum (or reduced atmospheric pressure), the temperature at which the liquid will boil is reduced. It is due to this relationship that in our "older" automobiles which utilize a mechanical fuel pump, gasoline will have a tendency to boil first on the suction side of the fuel pump. When this occurs, the mechanical fuel pump's diaphragm, as well as the fuel line and the inlet cavity of the pump, can suddenly be left void of liquid gasoline, with only vapor remaining in the pump. This causes the carburetor to starve for fuel, and the engine to quit running. When that happens, fuel being supplied to the pump is interrupted by this pocket of vapor, until the temperature is reduced enough in that area for the vapor to condense. The flow of gasoline will then be restored to the fuel pump.

In order to remedy this situation, steps need to be taken to make sure that the engine's cooling system is operating efficiently (no blockages or restrictions of coolant or airflow, a correctly functioning thermostat, and also smooth operation of the shutters if so equipped). If you are satisfied that the cooling system is operating efficiently, then we will need to examine the fuel system to make sure that nothing in that system is impeding the flow of gasoline between the fuel tank and the carburetor. Things that can cause this are kinks in steel fuel lines, a collapsed rubber fuel hose between the fuel tank and supply line, and collapse of the fuel hose between the supply line and the fuel pump. This hose may have a flexible steel braid surrounding it to protect it from kinking, and also chafing against the frame of the vehicle.

Often these hoses may look just fine externally, but may be collapsed on the inside, causing a serious restriction in fuel flow. Another thing to look out for are these brass plumbing fittings that may be installed on the fuel pump. I have seen these to be the cause of a fuel starve on some of the cars that I have worked on. If your car's fuel system was engineered with 5/16" steel fuel line supplying fuel all the way forward from the tank, then you must ensure that the 5/16" diameter is maintained even when the fuel must pass through a brass fitting on its way into the fuel pump. Although some of those plumbing supply fittings that wind up on our cars may

accept the male fitting from the supply line, they can have a much smaller, diameter orifice on the inside of the fitting, seriously impeding fuel flow. In some cases, you can drill these out from both ends in order to ensure that proper volume of fuel flow is maintained through that fitting. If drilling is not a good option, then you will need to find a more suitable fitting.

Of course, if your mechanical fuel pump's spring and diaphragm are weak, they can contribute to a fuel starve as well. If you can't remember when it was rebuilt or replaced, it may be time for a fuel pump tear down and rebuild. Some of our cars were equipped with a heat shield mounted at the fuel pump, to help minimize heat transfer from the engine fan to the fuel pump housing. Even the proximity of your car's exhaust pipe to the fuel tank can cause the fuel temperature to rise in the tank, exacerbating fuel vapor-lock issues by the time that already pre-heated fuel reaches the fuel pump.

An electric fuel pump can of course overcome many of these issues if it is properly installed. It also saves considerable wear & tear on your starter and battery when your car sits in storage, as most of our seasonally used cars do. Install the electric pump as close to the fuel tank as is practical to do. This provides a longer run of pressurized fuel forward to the engine compartment, and allows the electric pump to operate more efficiently.

I recommend using Marvel Mystery Oil as a fuel additive. Benefits include the reduction of corrosion in your fuel tank, and top cylinder lubrication of valve guides and rings in your engine. I do not recommend adding diesel fuel or kerosene to your gas tank. Research on this indicates that it can only cause problems, not remedy them.

**Concours Participation - Good Times**  
*From John Petru*

Thanks for sending the latest edition of the *56J Only* Newsletter. I can't thank you enough for continuing to publish this outstanding publication! Here is an update on my efforts this summer to show my '56 Golden Hawk in major concours events:

- Champions Award in the "Studebaker's Finest: The Raymond Loewy Era" Class held at the Concours d'Elegance, Copshaholm in South Bend, on July 8, 2023



- Best in Class in the "Concours of America All Stars" Class (made up of former Best of Class Winners from the Concours d'Elegance of America show, 1979-2021) held at the Detroit Institute of Arts on Sept. 16, 2023 See: <https://entrant.hagerty.com/entries/public/ADMAMQA0ADU=>



**Detroit Concours d'Elegance**

I feel it imperative I get my cars out to major concours events where they can be appreciated and enjoyed by many, including those who knew the beautiful Studebaker designs from their youth or those who know little or nothing about Studebaker. The 56J is always a crowd pleaser - especially in Romany Red/Snowcap White!

**56J Wins Best of Show Award**  
*From Roger Shaffer*

One last note you will like. I entered my Golden Hawk in our car show last September. There were almost 400 cars. Our city is small but the park is beautiful and people for miles around really enjoy the surroundings and the show has grown by leaps and bounds. My Hawk took best of show! My brother and I are shocked, still!

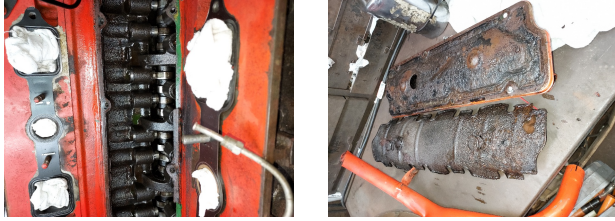


**Roger's 56J Best of Show Winner**

**Neal Miller Gets It Done**  
*Neal purchased his 56J in May 2023. His progress through June. to get the car on the road was presented in Issue 106. Below is the next chapter in his endeavor.*

**October 13, 2023** Do you still have the 352 decals available for the valve covers? I don't see them listed so I'm checking as I would like a pair.

The car's engine was in far worse shape than I thought and the low oil pressure was the indicator there was a problem. When the pan came off to install Jack Vines' updated pump, we found the pan filthy with sludge. That, of course, led to checking the total engine oiling system for sludge buildup and wear. The parts and the block itself was packed with layers of sludge, rust and moisture which called for hours of cleaning. The crank journals were scored and worn a bit, resulting in new bearings being installed.



The hope was that even though I wasn't doing a full overhaul, the new oil pump, bearings and sludge removal would result in a sweet running engine. I was lucky. It appears the approach was correct. The engine -- after hours of love, care and cleaning -- runs perfectly. Oil pressure on early tests was going to 50, 60. Once I start driving the car (which I still haven't done) we'll see where the pressure settles.

Even with the more than anticipated problems, I'm thrilled with the car! Obviously, there has been more repair than originally anticipated, but I may be able to forgo a total overhaul for a few years. At my age, a few years may be more than enough.

Thanks so much for the help. I have the decals ordered from Studebaker International. I'm anticipating that first drive will go off without a hitch! And surely new decals will add both fuel mileage and several miles an hour to the enjoyment

**11-04-23** - Frank, after several months of intensive mechanical and electrical rehab, the 56J is on the road. We did a 100-mile shakedown cruise Saturday afternoon and it went flawlessly. There still is a bunch of cosmetic stuff I want to do, but since we're now year-around Michigan residents, I'll be doing some of that this winter. I'll fill you in later on what we did to get it running safely and effectively. - Neal



**12-15-23** - It's been a moment since I updated you about the 56J so if you have a second, I'll fill you in...

First and foremost, I'll tell you the heartbreak. My wife passed away recently. I believe I told you she was a wheelchair bound stroke survivor of 9 1/2 years. It was a very long goodbye and I miss her terribly!! Fortunately, both our son and I were with her when she passed. I know she is in a better place now than for nearly the last 10 years.

I tell you that because you need to know she went for a ride with me in the 56J about a month before her death. In fact, the day we took the car for our first drive we pattered around for more than 100 miles on our test run. She loved it and so did I.

Getting the car on the road was a much more complicated task than originally planned -- a real surprise, right? Bottom line, however, is that it is strong and runs well. I very much would like to take it on a run along the old Route 66 next summer and wouldn't worry about its performance for one minute.

An interesting problem we now have resolved was oil blowing up and out of the oil fill on top of the engine. It was pretty messy. We fixed it by manufacturing a square piece to fit in the tube and welding it in place. The piece was cut so we could bend one piece on each end inward a bit to stop the oil from blowing up and out of the tube. Works perfectly and doesn't interfere with the oil breather cap in any way whatsoever.

We also had an electrical problem which was discovered when burning pieces of what looked like steel wool fell on the mechanic when he was working under the dash. Turns out the grommet which goes through the fire wall had been removed. Steel wool had been packed around the wires which went through the firewall and the material had rubbed the wires bare. That resulted in a short, hot enough to cause the steel wool to burn! Brent had the grommet. Wires fixed. Repair accomplished.

We also replaced the horns, repaired the tach, installed brakes, cleaned and cleaned and cleaned the engine, replaced the fuel pump, replaced the oil pump, put on new tires, rebuilt the carb, replaced the angle piece for the exhaust manifold, replaced the dangling license plate light....you get the idea...

It all has been worthwhile. I love the car and am so happy Barb got to go for a ride. She smiled the whole trip. So did I.

I'm taking the car out to winter storage this afternoon. We have zero snow and the temp is in the 50s today in Michigan. It may be a roundabout trip to the garage.

So when I get the car in the garage, I'm bringing in our Power Hawk to have a new (well, you know...) transmission installed to make it drivable again. I have no idea why I have three Studebaker, the two Hawks and a 1962 Lark Daytona. Old age senility, I guess. Do you know anyone that needs a Power Hawk for their garage? I know where they can get one!!!

**12-21-23** Frank, thank you for your kind words. Faith and wonderful memories help ease the pain, but nothing will fill the hollow spot in my heart. Barb's stroke, paralysis, and numerous hospital stays over the last 10 years of our 63 marriage certainly weren't the items we anticipated as we aged. That said, I know we aren't the ones to make the plans. I miss her terribly.

Barb was the reason -- mostly -- we had our Studebakers (and a host of other oldies before them) over the years. She loved riding in them with the windows down watching the countryside. Car shows were OK. But it was the riding she enjoyed the most. And singing. Although her stroke took away most of her speaking ability, if I started her on a song she could get most of the words together. We sang and laughed a lot in those last 10 years. Great fun, great therapy and great memories.

I know Barb wouldn't mind, just as I don't if you use her passing in your 56J newsletter. Her death is the last chapter in our marriage and the cars were an important part of those last few pages in the chapter.

Thank you for asking.

Oh -- a last thing. The 100-mile trip was a very "on purpose" thing. The car had fresh oil. It also had new bearings and stuff. I wanted to put a few miles on it to see if I had any metal shavings or big hunks of broken things in the pan before storage. I did not. And the oil has been changed again.



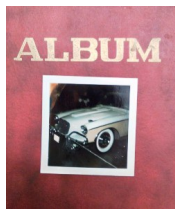
Engine & trans will go in next spring, then I will begin exterior bodywork. I'm thinking of going with a different (factory) color combo.

Before lowering Hawk I made patterns for new reinforcement box bottoms, something I can play around with over this winter!

## The Resurrection Of 6030610 Project (Part 6)

*From Ed Capozzi*

**NOTE:** Ed bought this 1956 Golden Hawk in 1968 and sold it in 1979. He repurchased it tin 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.



**10-08-23** Not sure if I will use them, but just today got good deal on fiberglass Hawk front fenders. These would lighten front end by about 60 lbs!



I cut these fender vent assemblies out of junk fenders many years ago.

I would have to graft these into the fiberglass fenders.

**08-07-23** .Installed 3.92 o/d rear end and leaf spring assy into 'new' frame this morning!

**08-13-23** .Got the front suspension together yesterday. My homemade spring compressor worked real well.

**08-20-23** Just finished up front suspension and also the brake/clutch linkage. Frame is now a 'roller'!! Once I run the brake/fuel lines, I'll drop body on.

**09-30-23** Enjoyed latest '56J Only'..Really like the look of Jason Hevesey's 56J. (I always considered Snowcap White/Ceramic Green an outstanding paint combo)

Here are before and after shots of the trunk in my 56J. Not exactly factory stock, but super solid. Will finish final floor work inside car this week.

NOS headlamp buckets and good used optional roll up antenna.





**10-14-23** Today I installed the power seat frame in 6030610. After a good clean up and lube it came back to life nicely!

My GH was not built with a power front seat..however, I parted out a rusty 56J back in the 70's which had both the power seat option, and also power windows...At the time I ended up swapping the power seat frame into 6030610.

**10-22-23-** nice to get the trunk lid back on the Hawk!



Refurbished jack. Although I believe this to be an OEM Stude bumper jack, it may be from a later year Hawk or Lark.



Although the exterior body work & paint may not be complete, I anticipate that by the end of next summer I will be driving this car.



11-13-23 The Eagle has Landed

**The Eagle Has Landed**

I was going to wait until next spring to re-install the engine & trans, however, the weather has been quite nice, so I am going to try and get those items back in now and, God willing, get the Hawk moving under its own power once again.

**01-07-24** - As I reported earlier, last

October I bought two fibreglass front fenders. I just put them on, and they fit well, but they didn't come with any provision for the stock fender vents.

So, I was able to measure & cut holes in the 'glass' fenders, and using a modern two part bonding system I was able to 'glue' the vent assemblies onto the fenders from the inside.



With a bit of body filler applied from the outside, the fenders should appear they were made this way!

**And So It Goes**  
**Correspondence with Randy Roll**

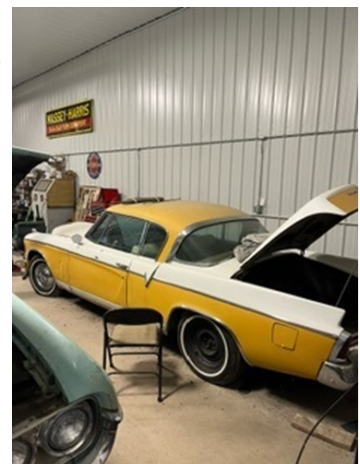
As I've noted many times in the past, we get registrations from owners, and then never hear from them again. Most often they still own their 56J, but for some reason don't answer my messages. I wait tile I haven't heard from them in four years, and send 3 messages asking their status. I drop them from the active register when I don't get a response.

Randy Roll registered 56J Serial # 6031718 on January 1, 2024. In the remarks field, he indicated that his father, Cecil, purchased the car from the estate of John Williams in 2014.

\* \* \* \* \*

**Frank** - John Williams from Williamsport OH registered your car with me in 1989 as the 12th owner to do so. I never heard from him again, and dropped him in 1993. I'm not sure why Cecil never registered, but thanks for the update.

**Randy** - My dad was a lifelong farmer. Two things he never had, a credit card or a computer. He loved collecting old cars (mostly Packard and Studebaker) and tractors (Hart-Parr and Oliver). His 3 favorite cars in his collection in order. 1958 Packard H a w k , 1 9 6 3 Studebaker Avanti, and this 1956 Golden Hawk.



He tried to buy this car from the William's for many years. He used to stop there regularly. After John's passing his family contacted him first and offered to sell him the Hawk, but only if he would buy both it and a Studebaker Speedster they owned. We still have the Speedster.

Thank you for the order sheet on this car. I have a lot of old records for it including nearly all the registrations, even John Williams original title from when he first purchased it. The build info I did not have. I even have the original build/order sheet for the Avanti, which has been laminated to preserve it.

\* \* \* \* \*

I've never understood why so many owners take the trouble to register their car, and then drop out. Many have sold their car in the interim, and don't want to waste the time and/or money to let me know. So many others still have their car, but still don't respond.

Their only cost to keep on the register and receive the newsletter is one postage stamp every four years. If they can correspond by Email, their cost is Zero.

If you look at our totals (see The "J" Account), you can see that approximately 100 more cars are in the unknown category than are registered. I don't like losing track of any 56J, but I just don't have a choice except anyone who won't take the time to respond, after I've tried to contact three times.

I can understand Randy's father Cecil's situation. If he never registered in the first place, then he wouldn't receive a renewal notice. But, those who bothered to register and don't respond, still baffle me.

### Mail Bonding



Letters From Our Readers. (Edited as required.)

### Martin Fleming October 05, 2023

I still have my 56 and am getting close to diving in on the restoration. There are two projects in front of it that are almost done, a 66 Austin Healey and a 1950 Dodge Meadowbrook. I know myself well enough that if I don't completely finish those then, once I get going on the Golden Hawk, I never will. I am chomping at the bit to get to work on the Hawk, tho, and this great newsletter doesn't make it any easier!

### James Hudson October 10, 2023

My name is James Hudson and your info was given to me by Brent he said you could help me with key codes for the 56 I just purchased.

The ignition has been changed and I have that key but the rest look original and I don't have any keys for them.

My vin is 6032102. Brent said I should be able to have locksmith cut blanks with code you would have. He also sent me a link to your web page. I haven't had a chance to dive into it yet but looks amazingly useful. Thanks for any help you can give.

### Ed Capozzi December 13, 2023

I was speaking with a friend of mine about that age old Packard V8 oil pump problem...(Up to about 10 years ago he owned a really nice 56J).....

He told me he solved the issue of the oil pump sucking air in at its top by adding exactly one (1) extra quart of oil to the crankcase...Did you ever here of that?

(One quart overfill..no more than that....He said doing that 'submerged' the leaking area of oil pump in engine oil.)

**NOTE: I did try that on my car, but it didn't work for me, but it might work for others. When my car's engine was rebuilt, the mechanic installed a new oil pump, but it was one for a Packard, with the vacuum pump on the bottom. That was before I discovered that there were two versions of the oil pump, one with, and the 56J one, without the vacuum pump. Once I replaced that vacuum pump and driver with a flat plate, I never heard lifter noise again. FJA**

### Here We Grow Again

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

### Gains

- 728 Corey Bastean SN 6031763  
Grayslake IL Prev Owner Dwayne Jacobson
- 729 James Hudson SN 6032102  
Non Given Prev Owner Unknown
- 730 Mike Jones SN 6032857  
Ottawa Lakes MI Prev Owner Mike Greenwood
- 731 Don Johnson SN 6030970  
Robbins NC Prev Owner Bill Christian
- 732 Randy Roll SN 6031718  
Kingston OH Prev Owner Cecil Roll
- 733 Steve Rone DM 6031942  
Bloomington IN Prev Owner Terry Rone

### (If Present):

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

### Loses

- 373 George Gleason Sold car to Gary Arnold
- 609 Terry Rone Passed away in 2017



## 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  | <b>Total Cars Registered plus Reported</b> |
| 52   | Additional Cars Reported as Scrapped       |
| * Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner. |  |

## Administrative "Assistance"

Special notes and recurring items.

✓ **EMAIL CLUTTER:** I easily get 100s of messages, 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, and I'll pick up.**

✓ **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).

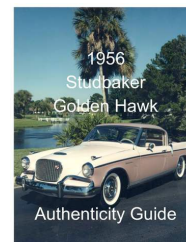
✓ **56J ONLY, Electronic Version** of the newsletter is in color, and undamaged in transit. If you would like to receive it electronically, **and save me a buck and a half**, let me know and send me your Email address. I will send you a notice when the latest version is posted on the website. You can 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

**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](mailto:accounts@timemachines.net)



\$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 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

- **Christopher Slater** supplies a comprehensive story on John DeLorien and the Ultramatic transmission.
- **Wayne Lee** provides a story on a battery disconnect switch.
- **Bob Ferrand** gives a great presentation on vapor lock.
- **John Petru** submits a report on two shows in which he entered his 1956 Golden Hawk.
- **Roger Shaffer** entered his 1956 Golden Hawk in a local show and won a Best of Show award.
- **Neal Miller** reports on the progress he made in getting his 1956 Golden Hawk back on the road
- **Ed Capozzi** continues the restoration of Serial # 6030610 and provides several updates.
- **Owners** who register, but don't respond years later, are still a mystery.

- **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](http://www.1956GoldenHawk.com).

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MAIL TO: \_\_\_\_\_

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For the Type "J" Personality

