



56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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"24 Zerks"

or "How to get a grease job for \$425"
From Gary Willoughby

June of 2023 saw me and the GinnyHawk off to Memphis to catch the Hemmings Great Race. 120 vintage cars on an extended road rally from Florida to Colorado. What fun that was! So much that I intended to see them again this year, from the starting point of Owensboro KY., a neat town in mid Kentucky on the Ohio river.

The GinnyHawk has been running pretty well all winter, but for this upcoming trip she would need a chassis lube. Also, it was time for oil changes in the trans and rear differential.

You all probably know how involved a chassis lube for our Hawks can be. The lube chart looks like a schematic for your average Atlas booster rocket.

Grease fittings all over the front suspension and steering, lube points all over the engine and transmission, up and down the driveshaft...Did you know there is an oil cup on the heater blower motor? It helps to take off the right steer tire for that one! Mr. Rube Goldberg would have a tear in his eye (of laughter) on viewing our 'direction du grease'!

So, there's your dilemma. Or, as a mechanic friend of mine says, 'There's your Dinner!!

Well, it's a job that can't be put off. The modern marvels we have today are practically maintenance free; an occasional oil change, maybe a recall for some computer glitch.

Yeah, they cost as much as we used to pay for a house, but really amazing longevity and performance. Mid twentieth century iron? A little more demanding. So, here we are. Do it yourself, or find a good, cheap mechanic that'll listen to your instructions. Ha, ha, pick two of three options!

Wait, don't leave just yet! I actually did that. At least I did for a while. Stay tuned.

Admit it to yourself, we are old. Except for the few of us new to Studebakers, we are old. Crawling under a car on ramps, protected by jack stands, trying to grease a

demanding chassis, it sucks. It is past time to let someone else do this dirty work. So, go ahead, find a shop that will do the work, tell them what you've got, and hope for the best. Don't worry so much about the price. It will be worth it. However, there is the very real prospect that, regardless of the price, the well paid mechanic will miss one or more zerks, and you'll never know it.

"Yes sir, just wait here and we'll be through in a jiffy. No, sir, sorry but customers aren't allowed in the shop...insurance, liability, you know". You can give them a copy of your lube chart, but you know they won't use it. And just try to explain the rear axle bearing procedure. I love watching their eyes glaze over on that one! All for an average cost of around \$100 an hour.

Alright, so, if you want a job done right, do it yourself. Gather up your grease guns, shop rags, creeper, or blanket, put her on the ramps, and get down under!

Now that you're committed, know that the discomfort of creeping under a chassis 2 feet off the ground is only surpassed by the joy of working on the instrument panel from below. At least the panel is a clean job. Ha ha, no, it's not! You'll find out just how much dust and crud has built up over the years when you go to pull out that faulty gauge and it lands directly in your face. But I digress.

A word about grease guns here. I spent my working career with tractor trailers, my own and others, and a proper oil change and lube was mandatory at regular intervals,

15-25000 miles, depending on the equipment, which could mean every two or three weeks if you're running hot and heavy. But in between those intervals, U-joints needed additional service if you wanted them to last. You could get into a shop and get an additional lube job between oil changes, but the cost and time loss was pretty large, so the best thing was to find a piece of parking lot between loads, preferably in the shade, put on your greasy old overalls, crawl under there and do it yourself.

This can be strenuous. Some of the fittings won't hold the grease tip, so you need three hands and, believe me, no one's going to help. So a gun with a hand pump, instead of a lever, gives you extra grip. Also a long flex tube helps, as you're on your back in a tight place, remember. So here we go, starting up front, steering arms and bushings first, reach up into the front cross member for that hidden one on the bell crank pivot, did you remember to jack up the front wishbones to get grease to the top of the king pins? Of course you did!

Bet that high priced shop mech would have missed that! Now on down the drive shaft, oil on the shift rods and parking brake levers, working on down to the rear axle bearings. This is where your other gun, with the high temp grease and rigid tube, comes into play. Now, all you have to do is oil up the distributor, (petrol jelly on the cam), generator, shift levers (the top ones)...What'd I forget? Golly, I'm getting tired just thinking about it all. O.K., let's try something else.

Your friendly local WalMart has a really well equipped tire and grease shop; They don't do much more than change oil and tires, but they do have, listed separately, a chassis lube.

This usually goes with an oil change, but you can specify it by itself. Cost? around \$10. It's in the computer, with modern vehicles in mind, very few zerks, if any. So nobody had much thought about the prospect of a 60 year old chassis with a gazillion grease fittings. So, let's fire up the old girl and go to Wally World! What could be easier? Or cheaper? No crawling around in the grease, just watching someone else doing the dirty work...What could go wrong?

Only The 56J **By Frank Ambrogio**

As far as I can tell, the 1956 Golden Hawk is the only Studebaker model referred to by its Model Symbol, 56J, as listed in the Shop Manual, and Parts Catalogs. I don't recall seeing references to other Studebakers by their Model Symbol. For instance, you can't use 57H to mean a 1957 Golden Hawk, because that could also be a 1957 President Sedan. So that got me wondering when the 56J term was first used in reference to a 1956 Golden Hawk.

In our own *1956 Golden Hawk Owners Register, 56J Only* newsletter, the first mention of the 56J was in Issue 002 by Claude Sevon of Auburn WA. Claude offered to construct frame strengtheners for other owners if there was a high enough demand. But surely, the term 56J must have been used in a story long before 1989.



I decided to check through the Studebaker Drivers Club's Publications Digital Archive that has been offered since 2017. The Archive is contained on a thumb

drive that plugs into the USB port on my computer. Through the years, that digital Archive has proven to be a great resource. Using the search function, I began looking for the term, 56J.

The first reference I found was in a want ad that appeared in the September 1973 *Turning Wheels*. It was an ad by Don Dolezal of Phoenix AZ. Along with other items, he listed, "1543560, standard hawk clock model 56J".

The next instance appeared in the June 1974 *Turning Wheels*, in a listing by Bob Grove. Bob presented a very comprehensive report titled, *Studebaker Identification 1935-1964*. He had 10 columns of information, which among others, included the year, model, model symbol, 1st serial #, assembly plant, 1st engine #, engine displacement, and # of cylinders. If you have a copy of the digital archive, you should take a look. It is on page 12..

There were a few other instances that appeared in want ads, so I concentrated on articles instead of ads. That's when I stumbled upon a story identifying a 56J owned by Harold Lyons, in the October 1974 *Turning Wheels*.

Before getting to that story, I must tell you about a related report about Harold Lyons, that appeared a year earlier, in the October 1973 *Turning Wheels*. The report by Joe Bacon was on the 1973 Indy Fall Midwest Zone Meet, sponsored by the Central Indiana Chapter (CIC). A portion of that report regarding the 56J follows:

After a beautiful afternoon of browsing, the meet goes left the track and many ventured to yet another track,. Indianapolis Raceway Park, home of NHRA Drags, to watch Harold Lyons, and his 1956 Golden Hawk race on a 5/8 oval against pre 1958 brand X'S. This car holds all track records for the oval, in the Hobby Stock division.

Harold's Golden Hawk had suspension problems, and did not fare too well. The sixteen shining Studebakers that took part in the intermission brightened the night. Jim McClen in his 1956 Golden Hawk led the procession in the pace lap around the track, and then presented Harold with a plaque, and congratulated him on the fine job he has done with his 1956 Golden Hawk at the track, and keeping one more Stud from the junk yard.

As previously noted, the next reference 56J reference in the Digital Archive, occurred a year later in the October 1974 issue of *Turning Wheels*. It was a story about the 1974 Indy Fall Midwest Zone Meet, again sponsored by the Central Indiana Chapter. The article lists Earl Drews as the chairman, but doesn't indicate who wrote the story.

A portion was about the same Harold Lyons' 56J, which apparently had some work done since the previous year. The story seems so contrary to the many negative reports regarding the 56J's handling. Here is what was written:

Later that evening SDCers traveled West to Clermont, IN to Raceway Park, to watch a 1956 Golden Hawk race on the 5/8 oval. This car has been under protest all year. It has been stripped and all engine specs checked and found to be within limitations. All Studebakers and passengers were admitted free, and watched Harold Lyons drive the **56J** to a new track record early in the evening. He then won all four events that his car raced in!

During intermission the Studebakers were ushered onto the track for a parade lap led by the 1956 racer. Upon completion of the lap Earl Drews, Meet Chairman and President of the CIC presented driver Harold Lyons with a plaque, and a courtesy pass to the Zone Meet.

So, as far as I can tell, the person who first used 56J to identify a 1956 Golden Hawk, was Don Dolezal in the September 1973 Turning Wheels, and 56J appeared in the first story in the October 1974 Turning Wheels. Of course, it may have appeared earlier in many SDC chapter newsletters, or less likely, a publication outside of SDC.

Garbage - The New Gold Standard

By Frank Ambrogio

NOTE: Older article from about 10 years ago

The common cold has been one ailment that has escaped a remedy since as long as I can remember. I remember as a youth thinking, if they could ever find a cure for the common cold, that same cure might also work for every other ailment. Of course there are a myriad of products to help one get through a bout with the cold, but nothing has ever actually cured it. Wouldn't it be nice if something so simple could have such a profound effect on our everyday lives?



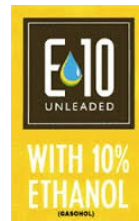
Something that is far less serious, yet certainly important to our everyday well being is the gasoline situation. Ever since the early 1970s, oil and its by-products have had a major effect on everything from food to medicine to clothing and beyond. The type of car we drive varies with the price of oil. Gas guzzler vehicle sales take a nose dive when oil prices rise substantially. From an automobile standpoint, gas mileage has become far more important today than it ever was in the past. Most surveys probably list fuel mileage among the top issues that a buyer considers before making a purchase. Style, performance, and comfort have become less important to me as the cost to keep the car on the road becomes more and more critical.

Alternative fuels and power options have been in the forefront in recent years with hybrids, electrics, solar power, and natural gas being a few of the choices. Some of these have been successful and others have yet to be embraced by the driving population as a whole. The Toyota Prius leads the hybrid category but some of the

other options haven't produced a clear cut favorite. In the electric car category, probably the Tesla has achieved the best success in terms of mileage with one Roadster owner reporting driving 313 miles on 1 charge. By contrast, the Nissan Leaf, if you can believe the advertisements, can go near 90 miles on 1 charge. However the choice is not so simple as the two seat Tesla Roadster has a base price of about \$109,000 in the United States. A mid-size Nissan Leaf will cost its new owner around \$35,000 before the Federal Tax Credit. Do you want to spend less, drive less, and carry more with the Leaf? Or do you want to spend more, drive more, and carry less with the Roadster?

The recently introduced Tesla Model S a four door hatchback, however changes the dynamics considerably. Prices for the different models range from about \$58,000 to over \$100,000, but the power and efficiency, as well as the driving range gives some hope to the future of electrics. Tesla offers three battery packs of 40-kW-hr, 60-kW-hr, and 85-kW-hr that Tesla claims will provide ranges of 140, 200, and 265 miles, respectively. The latter version offers 362 hp while a performance version bumps that number to 416 hp.

Solar power isn't exactly what the name implies as it still involves a battery. Basically, solar powered vehicles are still electric vehicles and the battery needs some method of recharging. Of course, an internal combustion gasoline or equivalent engine can do the trick but this still must rely on external factors. On-board solar panels would be the ideal situation, however the technology to seat four people and travel at 65+ MPH is still in its infancy. Providing enough energy to allow a driver to be on the road for any length would require very large sized solar panels which wouldn't fit on the roof of a car.



Some years ago, it was decided that we should run our cars on fuel known as gasohol, A fuel consisting of a blend of ethyl alcohol and unleaded gasoline, especially a blend of 10 percent ethanol and 90 percent gasoline. The ethanol is obtained by the fermentation and subsequent distillation of sugar cane, maize, or potatoes. Gasohol has a high octane rating and produces lower levels of pollutants than ordinary gasoline. It also has the effect of decreasing gas mileage mostly offsetting the amount of gasoline saved. E85 (85 percent ethanol, 15 percent gasoline) is another alternative supposedly offering a reduction in greenhouse gasses (carbon dioxide) emissions? However some tests showed that E85 reduces fuel efficiency by 20%-25%. I'm going to assume that someone has determined that this higher fuel consumption does not offset some or most of the pollutants reduction.

As you can see, there is no easy answer. The goal should be to find a new power source that reduces emissions and oil consumption while powering our vehicles, even older ones without modification, in the manner for which they were designed. I think the answer

must be found elsewhere as far as what we put in our car's tank is concerned. We have to steer our thought process for a new fuel down a new avenue.

I think that new avenue is garbage! Instead of other alternate sources, we need to keep the internal combustion engine and develop an environmentally friendly fuel source from garbage. Garbage is everywhere! Some of it is useless, *such as that which spews out of our politicians' mouths.*

However, there is an overabundance of potentially useful garbage wherever you care to look. It's on the side of the road in the form of litter. It's in the kitchen and every bathroom or building. It's in that big can outside by the garage. A lot of it is in the sewer system after having been processed through the (strangely named) garbage disposal.

The local landfill contains various sized mountains of garbage. This would be a virtual Gold mine for the county. The money generated could be used for education, road improvements, new parks, bike trails, and on and on.



If this process could be developed, delivering good MPG and environmentally rates, it could eliminate or greatly reduce the need for oil. Gasoline stations would be replaced by garbage stations. When the process becomes fully functional and profitable, it could progress to the next level.

Each home would have replaced the under kitchen sink garbage disposal with a small, easily drained, mini garbage converter. This could be used for the lawn mower, edger, blower, etc. Additionally, a large drum garbage processor could be located in the garage, carport, or other suitable location, with a hose and nozzle to transfer the new fuel to the car's tank. Everyone could produce some or all of the fuel they needed. *Garbage would become the new gold standard.*

Imagine how our society and everyday life would change. Individuals could make their own fuel from the garbage they generate. If they generated more than needed they could sell the excess to combination convenience store garbage stations. The more garbage you could generate, the more money you could earn. Families would want more children and pets so they could generate more garbage. Instead of being repulsed by all this nasty stuff, we would learn to embrace it.

Bank robbers would pass by the teller and bank vault, and head straight for the dumpster. Home invaders would forego the bedroom jewelry case or safe containing the cash, diamonds, and the Rolex, opting instead to clean



out the bathroom waste baskets and garbage converter under the kitchen sink. Even the garage contents might provide a valuable cache, especially if it's owned by someone who likes to tinker.

Municipalities would no longer have the need to provide trash receptacles along the sidewalks, in the parks, or on the beaches. No one would use them as it would be like throwing money away. If a street person came up to you asking for a handout, you could give him the wrapper from your Snickers bar. He'd probably prefer the wrapper to the bar itself.

The possibilities for this *pollution free solution* are endless and limited only by our imagination. We need to direct all our research resources in this direction. Think about it and write your federal, state, and/or city representative. We could have a new national slogan, Going Green with Garbage!



By the way, if you're finished with that banana peel, I'll take it!

56J Display Poster From Doug Button

1956 STUDEBAKER GOLDEN HAWK

The Golden Hawk was introduced by Studebaker for 1956 as their flagship model, using the popular Raymond Loewy body design. A grille was added to the hood and the trunk lid was raised and squared off at the back, which remained features for all 1956 and subsequent Hawk models. Fiberglass fins were also added to the rear fenders.



1956 was the first model year after the Studebaker-Packard merger, and so the Packard 352ci V8 engine, producing 275hp, was used as the power plant. **This high output, 2-door coupe combination was essentially the first production muscle car.** This was the only year and model Studebaker used a non-Studebaker engine until 1965. The Hawk engine was paired with either a Packard Ultramatic automatic transmission, or a manual Borg Warner 3-speed OD.

Between the South Bend, IN and Warren, CA plants, 4277 Golden Hawks were produced. Today, this is one of less than 800, 1956 Golden Hawks known left to exist in any condition.

Attached is a poster I made up to display with the 56J. Please confirm it is ok to use the 56J Registry logo. I am having it made into a 14" x 18" poster. If you like it, I can make this available to others.

Thanks for sending the different color scheme logos. If someone wants the print to make their own, I can send it

to them. If they want a printed poster board, with the 56J logo in their car's colors, they are \$25 + shipping. You can put that in the next newsletter.

I'll put that info on the 56J forum as well. Thanks!
Doug Button, 612-516-0026, dbutton@timemachines.net
The text is as follows:

The Golden Hawk was introduced by Studebaker for 1956 as their flagship model. Using the popular Raymond Loewy body design, a grille was added to the hood and the trunk lid was raised and squared off at the back, which remained features for all 1956 and subsequent Hawk models. Fiberglass fins were also added to the rear fenders.

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The Packard engine was paired with either a Packard Ultramatic automatic transmission, or a manual Borg-Warner 3-speed OD.

Between the South Bend, IN and Vernon, CA plants, 4,071 Golden Hawks were produced. **Today, this is one of less than 800, 1956 Golden Hawks known left to exist in any condition.**

Information from the 1956 Studebaker Golden Hawk Authenticity Guide and the Studebaker National Museum.

TW Article And Dual Carburetors Corresponding With Keith Langendorfer

Keith - I've been rooting around in my old *Turning Wheels* looking for the reprint of the wonderful article you wrote concerning the engine weights of the 352" vis-a-vis the '57 GH's blown 289". I know it was within the last few years but am coming up dry in my hunt. Can you please let me know what issue it was in? Also, if you have an electronic copy, perhaps you could send it to me ms I could just print it off?

PS: I bought a Caribbean intake about 4 years ago (a lot of \$\$) and recently got carbs and fuel lines and linkage to put on our 56J if I ever wanted to do that, but time is getting to be a problem.



Frank - The article is in the June 2005 *Turning Wheels* starting on page 6. I've attached a digital copy for you. When you wrote that the article appeared within the last few years, I thought, *my how time flies*. Then I remembered that Ann Turner reprinted it in the May 2022 issue and figured that was the one you were thinking of. I've attached a copy of that one too. One is in landscape and the other is in portrait format, the latter one is in color.

The latter article is also posted on our web site. Just click on [Options](#), then [56J Front End Weight Bunk \(pdf\)](#) (under the Miscellaneous column).

That carb setup looks great. I saw a setup like that for sale at an SDC Meet about 20 years ago, and the seller wanted \$2000. I was glad my car already had it. I don't know how that compares with the price you paid, but hopefully it makes you feel better. When I had my 56J with the 2x4 setup, the engine got more attention than the car. That was good because the car was pretty nice, but not as nice as a lot of the other cars in most shows. The main things were good, chrome, paint, rubber, etc. but I'm not sure it would have earned a third place award at an SDC International meet. But, it was fun to drive, and stomping on it was a real kick in the gas. Once I added power steering, it was the perfect car to drive and show. After the first five years or so of showing my cars, I stopped caring about winning trophies, and entered them

in the *display only* class if possible. I just wanted people to have the chance to see a neat Studebaker.

Keith - Thanks so much for sending your article over in both formats!! Yes, the reprint in last May's issue was what I was referring to. Also, thanks for relating your experiences with the 2x4's on your car ??

I found the bare Manifold on eBay not too long after I bought the black stick/OD 56J that you found for me in Chattanooga in 2017. The fellow wanted \$1500 and I think I paid \$1300 including the shipping to Maine. I found the AFB's, linkage fuel lines and air cleaners as you see them on Facebook marketplace and the fellow had them on a Stude V8 manifold and I paid \$300 including the shipping, so I'm happy with the total purchase price. I think I need to find some air cleaners that have a lower profile - what did you use?

The ironic thing is that I tracked down the fellow in Oklahoma who restored the car in the early 2000's and he told me that when he bought the car the engine was blown and it had a 2x4 either installed or in the trunk (he said the car had been raced.) Unfortunately, he sold the setup when he restored the car, which garnered a first place in class at the SDC Nationals in 2004.

Frank - I had Carter AFBs on my car also, but the 1955-56 Caribbean used Rochester carbs. The earlier carburetors at that time had a smaller opening for the air cleaners, than the newer ones did. If your AFBs are newer, they would have the larger opening. Mine were the ones, with the smaller opening, used on the 1958 DeSoto Adventurer, Dodge D-500, and the Plymouth Fury. The 1956 Corvette dual carb air cleaners fit that carburetor opening. They had louvers around the side, and looked nice. I believe these were the air cleaners that Studebaker was planning to use. I put a piece of Play-Doh on top of the front air cleaner and closed the hood to see how much clearance I had. I think it was about an inch. Neither of my 56Js had the insulation pad on the underside of the hood, so that gave it a little more room.



Progress Reports Stories By Owners Who Are Getting It Done

Tom Myers June 20, 2024

Just had my Dad's 1956 Golden Hawk trailered from my old hangar at Bloomington/Monroe County Airport (KBMG), Bloomington, Indiana, to an auto repair/restoration shop in Bloomington for brake repair and return to occasional driving after 13 years of inactivity! If all goes well, I'll have its Sunglow Gold/Snowcap White (P5636) paint job touched up at another vendor. Thanks again for all the information you provided when I re-registered 6031416 at your web site.

Please send me a Complete Package Flash Drive. I'm enclosing a check for the required amount, plus a donation to help things along just a bit. Your efforts are much appreciated. All the Best!

Curtis French July 03, 2024

Reprinted from Around The Bend, Big Bend Chapter

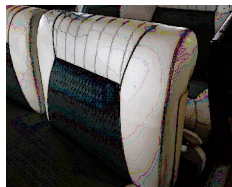
A quick update on my 56 Golden Hawk. My goals are very modest, mostly trying to get it clean and functional after lengthy storage in a mouse and mildew infested enclosed trailer. When I was putting it in my garage (with help from son-in-law and grandson), the rear brakes were seized.

Turns out the problem was the emergency brake bracket and lever bolted to the frame under the driver's seat. A front cable from the dash hooks to the lever, as does the rear cable. It's supposed to move as the brake is pulled and released, but it was frozen from being surface rusted. I removed it all, blasted the parts in my blast cabinet, then primed and painted them with silver-gray Eastwood paint. A bit of white grease on the moving parts and some assembly, plus a new spring, and it works as it should.

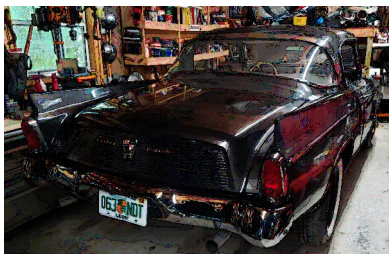


Next on the list is replacing the vent windows. I have one excellent used one and one NOS. Previously, I couldn't open the driver's side vent because the glass would fall out. The passenger side works OK, but the glass is badly discolored. While I'm doing this I'm gonna replace some seals, the cat whiskers, and a bunch of rollers at the back end of the lower front windows. The rollers are past being worn out.

As I've been doing this, I've also been cleaning and waxing the exterior, and have begun to clean the upholstery.



I am leaving the back end of the car up for now because in addition to the emergency brake repair, I need to replace the front-rear brake line. It is rusty and is an accident waiting to happen. (I've already replaced the rear axle brake lines.) (By the way, the rust we are talking about is surface rust on bare metal parts under the car.



The car itself is solid as a rock.

I also plan to remove the dash for paint and a new pad, as well as new dash and engine wiring from Rhode Island Wiring. Plus new carpet and a new firewall pad. I'm sure I'll find other things to do while I'm doing all this.

Neal Miller July 29, 2024

Summer progresses and so does the 56J saga, but in a good way! Read that to mean I think I've taken it about as far as I'm going to this season, but I'm pleased where I am so far.

Earlier I mentioned I wasn't going to do the interior beyond having the door panels recovered. I'm living proof men, too, can change their minds. Even though the seats, headliner and carpet were in decent shape, the redone door panels showed up the rest of the interior pretty badly. Bottom line is that I had the rest of the interior done at the same Lansing, Michigan, shop which did the doors. What a difference a new interior makes!



Beyond that, the rest of the work has been relatively minor. It includes new window regulators for the driver door and passenger rear seat window, a replaced heater control valve and some exhaust work. The exhaust itself was fine, but there were leaks at the manifold. Now the only exhaust noise heard is the lovely, low rumble out the tailpipes!



I think I'm done puttering for now and simply am going to enjoy the car for the rest of the summer. Needless to say, it's taking me time to get over Barb's passing. Obviously, I never will, but some of the pain is gone. Grief remains,

but it's getting easier to deal with. With that, I plan on taking the 56J to East Tawas where we lived for 55 years before moving to Grand Ledge some eight years ago -- eight years?? It seems like yesterday -- and visit friends for a few days.

I've attached (with any luck at all) a couple photos of the car's interior and engine. To my uneducated eye, it all looks pretty spiffy.

I sincerely hope all is going well for you and yours in the southland. Take care, my friend. Thank you for all the time and effort you spend making the Golden Hawk experience worthwhile!



08-18-14 - As I've mentioned previously, I'm pretty much done with refreshing the 56J for the year and have started driving it around a bit. Saturday I entered it in its first car show. I was both flattered and humbled when I was called up to receive a trophy. Even more so when it

was announced the car was picked as Best in Show. What an honor!!

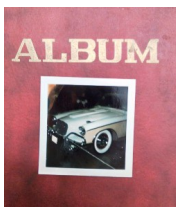
Attached (with any luck at all...) is a picture of the car, the trophy and me. Just wanted to share the honor with you.

NOTE: That's what is meant by Getting It Done.

The Resurrection Of 6030610 (Part 8)

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.



07-17-24 Hope all is well! I retired from my job of thirty years last week! Now I can concentrate on the GH!



Finished the brake system...everything new and working fine! Installed throttle linkage to carb and NOS gas pedal today.... Also installed reconditioned steering wheel (1955 Deluxe type). On to cooling system tomorrow!



07-19-24 - This a big block Ford fuel pump mounted to the Packard engine... perfect fit, although the Ford operating arm has to be cut off and the original Packard fuel pump arm needs to be welded to the stub. I have run engine and it works great! I learned this trick watching

one of Jonathan W's You Tube videos..The Ford pump cost \$18 from Parts Geek!

Here's a trick I learned when restoring my '55 Speedster..



Drill out the spot welds which hold the two halves of the fan shroud together. Separating the two halves makes a future water pump or engine fan change MUCH easier!

Studebaker must have been thinking about doing this, as factory drilled 1/4" holes (unused) are already there!



The idea here is to leave lower half of shroud in place when changing lower radiator hose, water pump, fan etc.

Cooling system installed, and no leaks. Wow!

NOTE: After changing the fan blade and a couple of water pumps, I had this same idea, but didn't know how to get it done. - FJA

07-22-24 - Fibreglass fenders seem to fit up real nice on inner skirts. I think they will need trimming back at rear fender tops at upper curve. I think if I take my time I can do a respectable install of these good quality fibreglass Hawk fenders.



They are from The Glass Shop, 931 Vale Rd, Belair MD 21014

The steel front fenders which were on car weren't really too bad... they both had some rot at very bottom, and one had a dent behind right side headlight. however, when the fiberglass fenders became available I jumped at them... No one can say this '56 Golden is 'nose heavy'!



08-01-23 - We'll, terribly hot & humid up here... but I managed to install the new fuel tank today! I paid an exorbitant \$35 for this tank quite a few years ago!

If things stay on track, (and now that I have MUCH more time), I should have good old 6030610 completed mechanically, and have the body completed and in primer...

Polishing and assembly of the stainless trim, install of bumpers, and interior work probably will not happen until next season!

I'm hoping that my GH will turn out to be a reliable, nice looking Stude..... She won't be a show car, but I do think a lot of this car, and will keep her for the rest of my life.

08-03-2024 - The ('57) hood was quite a project.... it had much imbedded surface rust, which had to be removed, and I didn't want to get involved with sandblasting... so after stripping hood chemically, I treated it with Muriatic acid (carefully!)



The acid 'floated' most all the rust off the metal....Then after rinsing with water and drying, I sprayed a coat of self etching primer on.... sanded that, then gave hood two coats of '2k' bulletproof primer. Will hopefully install hood tomorrow.

08-05-24 - finally got the hood back on the Hawk, and am now refitting the '57 hood overlay. (Didn't cut a rare '56 hood)



A later hood and overlay were on my car back when I first purchased it in 1968

Liking the fit of the 'glass fenders!



08-21-24 - I didn't know how bad the body would be under the fiberglass fins but thankfully aside from surface rust under the mouldings, the body turned out to be solid.

The fins have some interesting autographs inside left by

Studebaker factory workers! Passenger side bodywork finished. Now need to smooth out roof, cowl panel, and panel below rear window

09-05-24 - Thrush glasspack mufflers with stainless steel tailpipes...The angry beast is now a mellow fellow!

Mail Bonding



Letters From Our Readers. (Edited as required.)

John Petru May 29, .2024

Hello Frank - Thanks for sending the newsletter. I appreciate all that you do for the 56J Only group and the SDC! My '56 Golden Hawk will be shown at the Cincinnati Concours d'Elegance on Sunday, June 9th.

Bob Senn June 29, 2024

It was an impressive SDC Meet for the 56J. There were 6 56J's, and Brent Hagen asked me to inform you that there were at least 14 56J owners.

Brent delivered to me some 56J parts: chromed "Packard" valve covers for my 56J; a set of fins, and a 160mph speedometer for my 57 Silver Hawk that I am customizing to be similar to the 56J except it will have a rebuilt 289 and 3 speed tyranny with a top loader floor shift (I've owned this car since my early 60's college days!)

I had great extended conversations with Brent, and his brother Read, at the Meet. These were the high point of the Meet for me. Brent even shared how you generously included him on your web site. That not only was very thoughtful of you, but also helpful to us 56J owners. I also had enjoyable extended conversations with several other 56J owners- William Hunt of Illinois whose car was the first with dual quads I ever saw in person. His car at the 2024 Meet was the 2nd of his cars that I have seen with dual quads. It is my long term objective to put that setup on my car. It can't be too long of an objective because of my age though.

The other person I visited extensively with was Fran Tremain, a fellow member of the WRSDC. He is a very knowledgeable and experienced Studebaker mechanic and offered to help me with the electrical related problems I am experiencing. Both he and Brent are not only technically very knowledgeable, but also very good people. I am blessed to have made friends with you and them.

I also had an excellent visit with Jim Turner of Turner Brake who has excellent disc brake conversion kits. In summary the best parts of the Meet to me were receiving the "treasures" from Brent, seeing several beautiful 56J's, and having extended conversations with several great persons.

I had planned on having my car judged, but not only does it still have electrical problems, but my other life responsibilities prevented me from having any preparation time. In the near future I will be doing some what I consider important upgrades which would make it impractical to have judged.

07-25-2024 - Brian, my oldest son and heir apparent of my 56J, finally resolved the electrical problem(s) which plagued the car since I bought it a little over a year ago. We've only put about 20 miles on it all year because I was afraid to get stuck somewhere. The electrical problems had multiple symptoms which had to be pursued individually, so it took awhile.

The final solution implemented yesterday was to replace the starter with a rebuilt one from Brent Hagen, who has turned out to be a true friend just like you. Of course there were other basic serious electrical problems which had to also be resolved. I, we, are so thankful and excited to finally get to take the car on the road. I had to inform you

about this significant development because I know you will appreciate this information. God bless you and your wife. Your friend, Bob.

Want Ads
New Since The Last Issue



An all original 1956 Studebaker Golden Hawk 56J showing 54,978 miles (rebuilt engine) in great condition all around.

This car runs great. 3-on-the-tree with O/D. 352 Packard Engine. Been in the same family since 1996. 5 New (including spare) Nexen 2.5" whitewalls w/beauty rings. Plenty of extra parts including extra hubcaps, all original shop manuals, vintage magazines and plenty more. Located in BC, CANADA.

Car has passed recent comprehensive government inspections and plenty of work done recently.

Much more info & documents upon request. Contact Jason: okpowder@gmail.com / 250 864 4423

Cars Online Listing here:
<https://cars-on-line.com/listing/1956-studebaker-golden-hawk-348375/> (08/2024)

Here We Grow Again

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

Gains

735 Thomas E Myers 60301416*
 Bloomington IN Prev Owner William Myers

736 David Strait 6033445
 Salem SC Prev Owner Robert Strait

(If Present):

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

Losses

661 Geri Bauer - Passed Away 07-16-2023
 147 Robert Strait - Son David now has the car.

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.	

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.

✓ **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.

In this Issue

- **Gary Willoughby** tells the story of getting The Ginnyhawk ready for a trip to see the 2024 Great American Race
- The 1956 Golden Hawk could be the only Studebaker referred to by its 56J model Symbol.
- **Garbage** could become the solution to our environment and fuel problems.
- **Doug Button** can make a 56J display poster with our logo in your car's color.
- **Keith Langendorfer** discusses the dual four barrel carburetor option.
- **Tom Myers** delivers a status report on getting his 1956 Golden Hawk roadworthy again.
- **Curtis French** is working on getting his 1956 Golden Hawk functioning.
- **Neal Miller** has his car in great shape and enjoyed it during the summer.
- **Ed Capozzi** continues the restoration of Serial # 6030610 and provides a few I updates.

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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For the Type "J" Personality

