



56J ONLY

THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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When Packard Almost Went Performance

From Bobby Clark via <https://fastlaneonly.com/>

Note: Mr. Clark granted permission to reprint this article, however, the original included 9 large photos for which I don't have room to print in this issue. To see the complete article including all the larger photos, visit: <https://fastlaneonly.com/when-packard-almost-went-performance/>

Most folks don't think of Packard when they think performance—but for a brief window, they nearly pulled it off. From big V8s to aircraft engines and wild concept cars, Packard flirted with muscle before quietly bowing out. This article looks at the moments when Packard aimed for speed, even if history forgot to give them credit.

The Caribbean's Subtle Muscle Shift

The 1956 Packard Caribbean may have looked like a boulevard cruiser, but it came with something unexpected under the hood. It used a 374-cubic-inch V8 producing 310 horsepower—impressive for a company known more for luxury than muscle. Twin four-barrel carbs and pushbutton Ultramatic drive hinted at something sportier.



Image Credit: Hugo-90 is licensed under CC BY 2.0, via Flickr

Packard even gave the Caribbean a torsion-level suspension that handled better than most luxury boats of the day. It wasn't meant for street racing, but it showed Packard wasn't asleep at the wheel when it came to power. Sadly,

the marketing didn't push performance.

The 1955 400 Coupe Got a Serious V8

Packard's 1955 400 coupe offered a 352-cubic-inch V8 making 275 horsepower—Packard's first modern overhead-valve V8. It wasn't just a last-ditch upgrade; it was a real effort to compete with Cadillac and Lincoln in power and prestige.



Image Credit: sv1ambo is licensed under CC BY 2.0, via Flickr

The 400 paired that engine with Ultramatic drive and torsion bar suspension, but it didn't get much love from younger drivers.

Despite solid torque and highway chops, it wasn't marketed as performance, even if the specs nudged in that direction.

The Predictor Looked Fast, Even If It Wasn't



Image Credit: artistmac, via Wikimedia Commons, CC BY-SA 2.0

In 1956, Packard unveiled the Predictor concept car. It was never meant to go into production, but it featured a low, wide stance and jet-age styling that looked like it should house something potent under the hood.

It had a 374 V8 and all the visual cues of a muscle-era leader—just a decade too early. With front-hinged doors, a wraparound dash, and retractable roof panel, it hinted that Packard could be cool. Performance-wise, it was more style than speed, but it was a shift in tone.

The Hawk-Powered Packard Experiment

In 1958, Packard's last gasp of performance came via the Hawk series—borrowed from Studebaker. Under the hood was a 289-cubic-inch V8 from the Golden Hawk, paired with a McCulloch supercharger producing 275 horsepower.



Image Credit: User: J Clearvia Wikimedia Commons, CC BY-SA 3.0

The body still said Studebaker, but Packard badges tried to keep the dream alive. It wasn't a true Packard effort, but it was the only Packard-branded car with a factory supercharger.

It was fast for the time, but the name had already lost its weight in the market.

Packard's 1955 Torsion-Level Suspension Was Serious Engineering

While not performance in the straight-line sense, Packard's torsion-level suspension in 1955 was a bold engineering play. It used interconnected front and rear torsion bars and an automatic leveling motor for ride balance.



Image Credit: Ryan Hildebrand, via Wikimedia Commons, CC BY-SA 4.0

The result was a smooth, controlled ride that could handle uneven pavement without floating. It may have been too advanced for buyers expecting soft springs and sway, but it gave Packard something unique when others were chasing fins and chrome.

The Ultramatic Held Performance Back

Packard's Ultramatic transmission was advanced for its time but ultimately limited the performance push. It was smooth and quiet, favoring comfort over aggressive shifts. Even when paired with the high-output V8s, it dulled acceleration.



Image Credit: Hugo-90 is licensed under CC BY 2.0, via Flickr

Packard never fully developed a manual option to match its big engines, which meant the performance story was always half-finished. GM's Hydra-Matic could at least be quick; Ultramatic always felt a bit hesitant, even when the car had enough horsepower to move.

Packard Built Engines for WWII Fighters

During World War II, Packard built licensed versions of the Rolls-Royce Merlin V12 for P-51 Mustangs. These supercharged engines were high-performance by any measure—1,400+ horsepower at altitude.



Image Credit: dok1 is licensed under CC BY 2.0, via Flickr

This wartime experience gave Packard credibility in engineering circles. But that know-how never fully made it back into their cars. By the time the postwar market opened up, Packard's aircraft engine division wasn't connected to its production car strategy.

The V8 Plan Came Too Late

By the time Packard launched its V8 in 1955, Cadillac and Lincoln had already moved on to faster, flashier models. Packard's engines were solid on paper—high compression, decent horsepower—but lacked the follow-through.



Image Credit: Steve Glover from Bolton, Lancs., England, via Wikimedia Commons, CC BY 2.0

There was no high-performance trim, no racing program, and no youth appeal. Packard's V8 was capable, but it never got the marketing push or hardware to make it exciting. Timing hurt them most—they arrived late, and the industry passed them by quickly.

Artificial Intelligence

Is It For Real?

From Frank Ambrogio

I've used the *Google* search engine for three decades, and noticed they now offer an *AI Mode* option. I thought it would be interesting to find what this super intellectual being would reveal about the 56J. It was interesting.

AI Overview

The 1956 Studebaker Golden Hawk was a high-performance luxury coupe known for being one of the fastest cars of its era, largely due to its Packard-sourced 352-cubic-inch V8 engine that produced 275 horsepower.

It was a flagship model for Studebaker, notable for its distinctive design, including the first use of tail fins on a Studebaker. The car was celebrated for its acceleration, unique styling, and luxury options, and is considered by some to be a precursor to modern muscle cars.

Performance and engine

- **Engine:** The 1956 model is powered by a Packard 352-cubic-inch V8 engine with a four-barrel carburetor, producing 275 horsepower and 380 pound-feet of torque.
- **Speed:** It was one of the fastest cars of 1956, with documented 0-60 mph times around 7.8 seconds and top speeds exceeding 125 mph.
- **Transmission:** It came with Studebaker's "Ultramatic" automatic transmission, which was later reworked by John DeLorean and renamed "Twin Ultramatic" to improve performance.

Design and features

- **Styling:** The Golden Hawk featured a long, low-slung profile with a stylish grille and chrome accents.
- **Tail fins:** It was the first Studebaker to feature tail fins, which were made of fiberglass for the 1956 model year.
- **Interior:** The car had a luxurious interior with options such as power steering, power brakes, power windows, and plush seating with a fold-down center armrest.

Significance

- **Early muscle car:** The Golden Hawk is considered by some to be a precursor to muscle cars because it combined a relatively lightweight body with a large, powerful V8 engine.
- **Rarity:** With only 4,100 units produced, the 1956 Golden Hawk is a rare and sought-after classic car today.
- **Packard engine:** The use of the Packard V8 was a significant result of the Studebaker-Packard merger, highlighting the performance capabilities that could be achieved through this collaboration.

Notice, nothing was mentioned about the front end weight myth. I fully expected to see that. I figured I'd just lay off that topic. The only things to *nit pick* would be the 4100 cars built, and the Studebaker Packard Merger, rather than the Packard purchase of Studebaker.

After using Google in AI Mode, I began asking questions about a myriad of other topics. The answers lead to more questions, regarding clarification and it became similar to a normal conversation. *It was so nice to be able to correspond with someone of equal (Artificial) Intelligence!*

ELECTRICAL- FUSE & CIRCUIT BREAKER DATA	
Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letter, "C.B", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate. first use by a letter, and repeat the same letter, for all units protected by the same fuse. or circuit breaker, e.g., Parking light: SFE-10 (a), Direction indicator: same as (a),	
Headlamp	20 C .B. (a)
Headlamp beam indicator	Same - as (a)
Parking light	Same as (a)
Tail light	Same as (a)
Stop light	15 C.B. (b)
Direction indicator	SFE 9
license plate light	Same as (a)
Instrument light	Same as (a)
Ignition light	---
Map light	---
Dome light	Same as (b)
Clock	1 AG3
Clock light	Same as (a)
Radio	SFE 9
Glove compartment light	Same as (b)
Courtesy light	---
Trunk compartment light	Same as (a)
Other	
Windshield Wiper	5 C .B.
Trans. O.D.	3 AG 20
Climitizer and Defroster	SFE 14

ELECTRICAL- LAMP BULBS		
Give quantity used and trade number, e.g., Headlamp 2-4030.		
Indicate accessories which are not standard equipment by an asterisk following the numbers.		
Headlamp		2-4030.
Headlamp beam indicator		1-53
Parking light		2-1034
Tail light		2-1034
Stop light		2-1034
Direction indicator	Front Rear Tell-Tale	2-1034* 2-1034* 2-53*
License plate light		1-67
Instrument light		3-57
Ignition lock light		-----
Map light -		-----
Dome light		1-1004
Clock light		1-57*
Radio dial light		2-1891*
Glove compartment light		1-57
Courtesy light		-----
Trunk compartment light		1-1003*
Other		
Auto. Trans. Shift ndicator Light		1-53*
Cigar Lighter Light		1-53*
Back Up Lamp Light		2-1073*
Hand Brake Warning Light		1-57*

Progress Reports

Stories By Owners Who Are Getting It Done

10-06-25 - Curtis French -The interior is out of the



Hawk, except for the dash, which is next. I need to repaint the dash, and I also have a new Rhode Island wiring harness and will completely re-wire the whole car. And also work on the windows.

At present, I have four running cars. Get the Charger and Barracuda back on the road, and I'll have six. Do some transmission work on two others, and I'll be up to eight. Believe it or not, in the past I have had that many cars running at the same time. Maybe there's hope for me.

10-20-25 - Mary Kay Zaine - Hi Frank! Always great to hear from you! I hope all is well with you & Anita?

Re: condition of my car - I would say that is somewhere between a 3 or 4. Some things are true for each of these categories. If I get going with the suspension & oil pump, it would be a 3 VERY GOOD.

Update on my car: - The oil pump kit is STILL locked in the trunk. So, there are those two projects. (good grief).

Re: Brakes - After much searching and info sharing on the SDC Forum, I was able to find a shop in nearby San Jose, Ca. that does ONLY rebuilding/restoration of power brake units, master cylinders and hydro boost units. (hallelujah!!). They rebuilt my power booster for \$390. The brakes work great!

The shop is Power Brake Exchange. Their goal is to become the kings of this type of brake repair/restoration. I have the address & phone # and would like to share it with the SDC Forum, but, don't know if there are rules about that? Here's info:

Power Brake Exchange - 2870 Aiello Dr.
San Jose, Ca. 95111 - (408) 292-1305

Re: Suspension: Definitely time to work on this. One of the shocks bottomed out on a slow, short ride around the block. Will have a complete inspection done soon. I found another gem in Oakland, Ca for this: A1 Spring

Service. A family business since the early 60's that now does lots of work for low rider enthusiasts, custom/collector cars. I'll let you know how this goes.

I'm looking forward to working on the car. Had to get my house painted. Glad that's over with. Meanwhile, I'm enjoying my grand kids and happy it's football season!!!

I hope this finds you well, Frank. Thanks for all you do for the Studebaker tribe.

On Six Conditions

From Frank Ambrogio

Last October, I sent an email to everyone asking for the condition of their car(s). We used a rating scale of 1 to 6, with 1 being excellent, and 6 being a parts car. Of the 182 registered owners, over 80, or roughly 45% responded. Believe it when I say that is terrific. Normally, queries I send out get a response rate of about 10%.

Cars have been sitting untouched for decades, while others are undergoing some type of upgrade or full restoration, so keeping this information accurate is just an exercise for which no concrete results are expected.

I can't print the individual cars and their conditions, but I can print the totals

1 = 17	2 = 41	3 = 53	4 = 37	5 = 35	6 = 11
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CONDITION CODE EXPLANATION:

1) EXCELLENT: Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-Plus point show car that is not driven. Stored in a climate controlled facility. It is not driven. There are very few No. 1 cars.

2) FINE: Well-restored, or a combination of superior restoration and well-maintained original showing very minimal wear. It may be driven 800-1,000 miles each year to shows, on tours, and simply for pleasure.

3) VERY GOOD: Complete operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus combinations of well-done restoration and good operable components; or a partially restored car with all parts necessary to complete it and/or valuable NOS parts. In general, most of the vehicles seen at car shows are No. 3s.

4) GOOD: A drivable vehicle needing no, or only minor, work to be functional. Also, a deteriorated restoration or a very poor amateur restoration. All components may need restoration to be "excellent," but the car is mostly useable "as is." This is a driver.

5) RESTORABLE: Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weathered, wrecked, and/or stripped to the point of being useful only for parts. This car needs everything. It may or may not be operable, but it is essentially all there and has only minor surface rust.

6) PARTS CAR: May or may not be running, but is weathered, wrecked, and/or stripped to the point of being useful primarily for parts. This is an incomplete or greatly deteriorated, perhaps rusty, vehicle that has value only as a parts donor for other restoration projects.

Here are some comments:

Larry Michael - Hope all is well. My 56J is still going strong.. I've owned it now for 59 years! Doesn't seem possible. Restoration is 40 years old but it still is taking in lots of trophies at car meets! I would rate mine as a number 3 VERY GOOD.

Curtis French - Well, Frank, you've seen my GH, albeit - what - fifteen years ago? Mostly original paint, solid, but really almost everything needs to be restored. Was drivable until I started taking it apart to restore the windows, replace the wiring with all new, remove and paint the dash and put a new pad on it, etc., etc. So right now it's not even running. And I have no plans for a full restoration but I would like to rebuild the engine and front suspension.

So - I would say somewhere between a 4 and 5 now. Then cosmetically less than a 3 and more than a 4 when I finish what I want to do, but mechanically in very good shape - maybe a 2. ???

Vern Holoubek - My Hawk is a solid 2... I believe it to be the 38th one built. It was purchased as is 30+ years ago. Always stored in heated space. Well maintained but no engine work has been needed. Brakes and suspension were serviced. It's a fast car powered by the Packard 352 V8 with three speed/overdrive. Except for the Floor shifter the car is as built. The color may be incorrect.

Nancy Bacon - Frank, My 56J scored 395 at the 2021 International. It is a 18 year old restoration and as nice as it has ever been. Driven very little. Hope this is what you are looking for.

Ron Johnson - Olde geezer Ron Johnson here in N IL with 6032691. Driven regularly since 72 at first "resto" Fresh resto 2009 or so---chrome--all mechanicals- paint -interior and still sports the mighty SKYPOWER352 (though not original)---T85. Driven regularly since---so condition #1 likely now slipping to #1.5 but still looks "perfect".

Frank would look good in it. Shares time with the blown 57 I snagged 2 years ago (also T85/OD), 61 Vette for 40 years, a flock of vintage motorcycles, 4 antique aeroplanes (31- 3 and a 41), and 4 flathead open wheel race cars--2 street and the V8-60 midget that has been throwing dirt for 27 years.

The enemy is in the mirror every morning as there are always maint issues on all of this stuff.
HOPE this finds you in good shape!!

Gary Willoughby - In the past when I was putting the Ginny Hawk up for showing, she always took a 3rd place, which was more than fair, I thought. You know what she looks like at present, and what she's capable of. She's kinda somewhere between Very and just Good....can I have a Good-Mostly? If I have to choose, I'll go with Very Good. (just don't look too close!)

Bill Hunt - Frank: 2 number ones/1 number3/ 2 number 5/ one number 6. The cars I bought in Iowa could be fixed but have done nothing much with them.

I suppose you saw where I showed the Mocha Doeskin car in Iowa last year at national meet. Head judge said I bet you were hoping for 400 hundred but today is not your day because you have a red positive cable on the car and Studebaker never used red cable they were both black. Got a 399.

Joe Hall - HI Frank, - I consider mine number 3. I did an amateur restoration when I bought it in mid 1980s, and have not revisited the exterior since, other than touch up paint chips, and refresh the chrome bumpers and headlight rings once or twice.

As for interior, I've replaced components, as needed, over the decades: seat upholstery, carpet, and door panels. It still has the original headliner, I refurbished (and added extra support braces to) in mid 1980s. Last time around, I got the seat covers and carpet from Rene Harger (Phantom), and it is still holding up well, 15+ years later.

As for mechanicals, it has always been a project in motion, similar to old Harleys and farm implements; drive awhile then service / fix awhile. I re-rebuilt the original motor once, and rebuilt it again later, and recently replaced it with another 352, after the lifter bores wore out in the original motor, after about 240,000 miles.

Over the decades I have also added several (reversible) mods, which I call "drive-ability improvements" designed to improve safety and/or reliability: super HD radiator; AC; front disc brakes, with tandem master cylinder; 1963-66 V8 front anti-sway bar; modern carb(s), currently running a 400 CFM AFB from a mid 1960s Buick (the original WCFB flows 385 CFM); electric fuel pump, with fuel return line; 1970s-80s GM, 7-blade thermatic clutch fan; early Chevy 283 fan pulley (smaller and shallower, it reduces water pump bearing side load and stops the PS belt's kissing the fan pulley); TT rear end (3.31); original Ultramatic transmission swapped to an NOS T89/OD, about 170,000 miles ago; front and rear lap style seat belts; radial tires; 6" wide wheels with 3.75" backspace, and probably other stuff I've forgotten.

By greasing the front suspension about every 5000 miles over the decades, it has held up well. Other than occasional replacement of upper & lower, rubber 'A' arm bushings, everything else lasted 170,000+ miles, till I recently rebuilt it again; though perhaps a bit overdue, since just about everything was worn out.

As for another restoration, I tell folks I do not have another restoration left in me, so the car and I are gracefully growing old together. But I will always be a stickler for keeping up with maintenance, as long as I'm able. In the near 40 years and 175,000 miles I've owned the car I've never had to walk a single step due to a breakdown (knocking on wood).

Frank, considering your question regarding condition, I hope this isn't TMI. Regardless, thanks much for all you've done and continue to do for us and our 56Js.

Henrik Worziger - Sorry it has taken some time to return to you, but the car was in the middle of its restoration, and I wanted to show you the final result.

When I bought the car it had undergone an extensive technical restoration (well documented with all the bills in my possession) of the motor and other parts. It runs perfectly and is taken out for a spin of no more than 25-30 km every second week and never in rain.

What remained to be done was the exterior carrosserie as well as an interior cleaning of the otherwise undamaged seats and a new ceiling cover.

After the car was stripped of all chrome a complete package (except 2) was shipped in from the USA, and all chrome was re-chromed. The (not original) paint was stripped to the bare metal and numerous repairs of minor and bigger damages were carried out.

The work was continuously photo documented, and if you click on the below link, then you can follow it as it progressed. The documentation consists of 112 pictures and they are numbered. NOTE: Could not get link to print here - FJA)

You can move forward from picture to picture simply by clicking on the little arrow. Every time you open a picture you should allow 1-2 seconds for it to focus. If you should experience any difficulties dealing with the link, then just return to me. I will leave it to you to decide which category to apply the car to.

The Resurrection Of 6030610 (Part 12) *From Ed Capozzi*



January 17, 2022

NOTE: Ed bought this 1956 Golden Hawk in 1968 and sold it in 1979.

He bought it back in 2021, from that buyer's son and is now

working on this reclamation project. It sat outdoors for over 30 long 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.

10-30-25 - Here's 6030610's new home! Solid 2X4 upper construction over 3/4" marine plywood floor, sitting on 4X4 pressure treated base.. Garage resting on cement blocks with good air flow underneath. Hawk seems happy!!



10-31-25 - The '62 door trim panel installed in my 56J... Also, new vent & side window glass.

Trim not original, but as I'm recreating what I owned back in the 70's, it works for me!



Jim Morgan

June 14, 1931 - March 27, 2024

Note: I don't normally report deaths of 56J owners, but Jim was a special owner

Since I don't charge dues, I often find someone passed away, usually long after the fact. Jim Morgan died on March 27, 2024 just shy of birthday 93. I suspected something must have happened when he didn't reply to any of the Emails I sent to him in 2025. I never got a reply or notice from his sons or daughter.

Today (12-06-25) I checked and found the obituary for both him and Ann. Jim bought his 1956 GH new and drove it about half a million miles, traveling across the country several times pulling a trailer.

As far as I can tell, he owned his 56J longer than anyone else on our 56J Register, and was most likely the last surviving original owner. For about 30 years, he drove the 60+ miles each way, to attend our monthly *Orlando Area Chapter* breakfast.

I met Jim in October March 1984 when I had my car on display at the 8th annual Florida state meet in Longwood. I had only owned my car for 5 months and it was quite a mess to look at. I had it parked next to the dumpster in the host hotel parking lot. The dumpster got more attention than the car did. I should have posted a sign reading, "under Construction - Hard Hat Area".

Jim & Ann came over and introduced themselves as original owners of their 1956 Golden Hawk. He knew quite a bit about the cars, having driven several hundred

thousand miles in the Ceramic Green/Snowcap white 56J, Serial # 6030766.

We had limited correspondence over the next few years, only meeting at the annual state meets. When I started the 56J Owners Register, Jim was number 40 to join.

Although the car had deteriorated some over the years, he still drove it and began restoring it in the late 1990s. He told me he had replaced the original Packard V8, after roughly 250,000 miles, with a Chevy 327

In October 1991, the *Orlando Area Chapter* served as host for the 14th annual Florida State Meet. The meet was held in Gainesville, and was primarily handled by members who would eventually form the *North Central Florida Chapter*.

The highlight of the banquet was the raffle of a 1961 Studebaker Lark. The winner turned out to be none other than Ann Morgan, who could not control her excitement. Stephen Cade, whose family supplied the raffle car, said that as a stipulation for receiving the car, they had to join our *Orlando Area Chapter*. That is what they did and remained active members till the end.

One of the car's last appearances was in September 2022 at the Southeast Zone Meet hosted by the *North Central Florida chapter*.



**Taken From February 2023 Turning Wheels
Photo Matthew Burnett North Central Florida Chapter**

Ann passed away in 2020. I never saw jim or the car in the last three years. I don't know what happened to the 56J, and if any of his three children are interested in old cars. Hopefully, it will turn up and we can continue to track its whereabouts on our Register.

Fuel To Electric ***From Frank Ambrogio***

I don't know how they got my email address, but in November 2025, I received an email from a company called Fuel To Electric offering a conversion for gas powered old cars to electric power. I did a little investigating and found this:

Fuel2Electric, founded in 2022 and located in Fayetteville, Arkansas, is an online platform for electric vehicle (EV) conversion enthusiasts, shops, and parts. It connects individuals with a network of over 80 conversion professionals in North America. Fuel2Electric allows users to submit projects online and receive proposals,

intending to streamline the EV conversion process. Founded by Arno and Laurent Frugier, and John Wilson, the company offers support and kits for various vehicles.

I thought it might be interesting to see what was involved, but I don't like to click on links within unsolicited emails. So I found the web site at www.fuel2electric.com and clicked on *Convert My Car*, where I was asked to enter the year, make, and model of my car. I entered the 56J information. Next, I was asked if I planned to do the conversion myself, or have it done professionally. I chose option 1, figuring it would be much cheaper, even though I knew I didn't have the skills to do the job. Then selected the option for the *same power as today*, and received the following:

Turnkey conversions start at \$45,000, while DIY kits range from \$15,000 to \$75,000 depending on your needs. What is your budget for this project? I entered 30,000 and proceeded to the next step. At that point, I was asked for my name, email address, and phone #, and I decided it was time to quit, and try a different approach.

There was a link to their Electric Conversion Calculator, where, I could select a few options, including curb weight, power, battery size, AC, heating, Power steering, fast charging, power brakes, back up camera, and keyless entry.

Selecting a curb weight of 3400 pounds, 280 horsepower, and a battery size providing an estimated range of 200 miles, displayed an initial price of \$49,000. Adding options increased the cost substantially..

Item	Cost
Curb Weight - 3400 pounds Power - 280 HP	
Battery size 70 kwh	\$49,000
Air Conditioning	\$51,800
Heating	\$55,100
Power Steering	\$56,400
Fast Charging	\$61,900
Power Brakes	\$62,800
Back Up Camera	\$64,900
Keyless Entry	\$68,500

The starting price with just the battery and A/C, was nearly double what my car was worth.. I don't think I'll be seeing too many electric 56Js in my lifetime, unless someone with deep pockets tries it just for a lark (or Hawk).

If you decide to plug in to the electric vehicle society, let us know how it goes.



Mail Bonding

Letters from our readers (Edited as required)

Joe Hall October 14, 2025

Hi Frank, - I just now saw this email earlier today, and immediately read the latest 56J Only. As usual, you knocked it out of the ball park. Soon after reading Dwight's article on the LEDs, I ordered 3 pairs of them, for our 56J and two GT Hawks.

Also, it's great to see Ed is now so near completion of his 56J, and I bet driving it will definitely be a trip down 1968 memory lane for him. Amazing that Ed and I both bought our first 56Js in summer 1968. I only paid \$250 for mine though, whereas he paid nearly \$700.

Mary Kay Zainebe January 09, 2026

I hope the New Year finds you and Anita well. Things are good here. I'm enjoying my 2 little granddaughters. Daughter & family are only 10 minutes away now.

I've hit a little slow spot with my car again. I was just about to pull the trigger with the suspension & try to get the oil pump kit out of the still locked trunk - and THEN.....found a weird surprise while checking the transmission fluid.

First off, I noticed a small puddle of transmission fluid on the garage floor. UGH. This means the dear old rear seal is leaking again I imagine. That was a problem way back when. So -- I took the cap off to check the fluid. On the under side of the cap/cover was black, tarry looking stuff. It looked like something melted. I showed it to my friend, David who lets me store the car in his garage. He checked the dip stick.

The fluid was the normal reddish color and was not low. There was no burnt smell. Now I'm wondering if there is need to be alarmed? Should the transmission be flushed & filled with new fluid? Or maybe I just need to buy a new cap/cover? I guess I'll have to find a transmission shop to fix the seal anyway?

Just wondering if you've ever heard of such a thing & what might be the best course of action? Your thoughts would be much appreciated.

Nancy Bacon January 16, 2025

I was going through car paper work and came across the title for a 1956 J that Joe parted out in the early 2000s. id number on title is 6031049 I'm pretty sure he never gave you this information. We still have the fins for this car but it was stripped to the bones for parts as we restored our 56J.

Want Ads (*Vrooms To Go*) *New Since The Last Issue*

For Sale - No new ads this time

Here We Grow Again

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

Gains

744 Novak Gligoravic SN 6031115
Uppsala Sweden Prev Own Predrag Gligorovic

745 Randy McKay SN 6800399
Kamloops BC Prev Owner Jason Hevesy

(If Present):

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

Losses

040 Jim Morgan Died March 27, 2024
314 Pete Phillips Sold in 2023(?)
724 Jason Hevesy Sold to Randy McKay

The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

187	Registered Owners
231	Cars Registered (includes parts cars)
422	*Cars Reported But Not Registered by Owner
653	Total Cars Registered plus Reported
56	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.**

✓**56JONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on *56JONLY 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
Items can be ordered on*line through our web site*

1956 Studebaker Golden Hawk Parts Catalog.

Patterned after the 1956 Studebaker parts catalogs. A full 295 pages. Including torque specifications, part numbers, illustrations, alphabetical and numerical index, utility items, accessory codes, and a list of service bulletins \$35.00 Includes free domestic shipping. (add \$30.00 foreign S/H).



\$35.00



\$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

Decals*Tags*

Oil Filler Cap, blue/buff	\$ 3.00
Oil Bath, yellow/black	\$ 4.00
Generator Field Terminal Tag, red	\$ 1.50

Club Rosters (send Email or SASE, owners only)

Most Items Are Available On*line at the 56J Store
Make Checks Payable to Frank Ambrogio.

In this Issue

- **Bobby Clark** provides an interesting account of Packard almost going for performance.
- **Google's Artificial Intelligence** weighs in on the 1956 Golden Hawk...
- **Charts** of Electrical-Fuse & Circuit Breaker, and Electrical Lamp Bulb data are listed, from the Studebaker Specifications brochure.
- **Curtis French** is making a little progress on getting his 1956 Golden Hawk back on the road.
- **Mary Kay Zaine** reports a little progress with suspension and oil pump work needed most.
- **Owners** report the condition of their car on a scale of 1 (Excellent) to 6 (Parts Car).
- **Ed Capozzi** continues the restoration of Serial # 6030610 and provides a few more updates.
- **Jim Morgan** passed away in 2024 at age 93. He owned his 56J since new in 1956, longest of anyone registered.
- **An Arkansas company** offers a process to convert cars from fuel to electric.
- **Mary Kay Zaine** asks about the 56J transmission leak and crud under the cap.
- **NOTES:**
- **Renewal time** If we haven't corresponded in four years, you'll receive a renewal notice either by mail with this issue, or by email if I have your address. You must respond or you will be dropped from the mailing list.
- **Do not forward email** (jokes, politics, environment, religion, etc.), to me that is unrelated to our purpose. I just can't keep up!!! All you accomplish is to provide my email address to others, including spammers who send more junk!
- **56J ONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on **56J ONLY Message Forum** on our home page at www.1956GoldenHawk.com.
- Visit www.StudebakerVendors.com for vendors who offer Studebaker parts, information, help.



FRANK AMBROGIO
31654 WEKIVA RIVER RD
SORRENTO FL 32776*9233
USA
ADDRESS SERVICE REQUESTED

MAIL TO:



For the Type "J" Personality

