



56J ONLY



THE TRIANNUAL NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

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The Return of the Hawk: Studebaker's Golden Hawk Soars Again For 2026

A Legend Re-imagined

Editor's Note assisted by AI: Artificial Intelligence seems to have gotten a grip on society. My doctor said it could cure cancer in 4 years, and kill us all the next year. Before it destroys humankind completely, I asked for an article as just a fun way to imagine what might have been. If this isn't your cup of tea, just skip to page 3. The 2026 Studebaker Golden Hawk is, of course, a work of *Artificial Intelligence* imagination, with a few enhancements by yours truly — and is a tribute to what might have been had Studebaker's design studios and engineering teams continued their march into the modern era. This article celebrates the spirit of innovation, optimism, and individuality that defined the original Golden Hawk and still inspires enthusiasts today.

While the specifications and road impressions are fictional, the admiration behind them is very real. The Golden Hawk remains one of the most distinctive American performance cars ever built, and envisioning its evolution reminds us why these machines still capture our hearts decades later. Sometimes, dreaming is the best way to honor history.

When Studebaker shuttered its South Bend plant in 1963, few imagined the Golden Hawk would ever spread its wings again. Yet here we are — 70 years later — standing before a gleaming Prairie Tan and Jet Black coupe that looks as though it's been waiting patiently for this moment. The 2026 Studebaker Golden Hawk isn't a retro novelty or a nostalgia exercise; it's a fully realized continuation of the brand's design DNA, reborn for a new century.

The styling is unmistakably Hawk. The long hood, proud nose, and subtle fins remain, but everything has been refined with modern restraint. Chrome is used sparingly — outlining the grille and tracing the fins — while the fastback roofline flows seamlessly into a sculpted rear deck. The proportions are pure mid-century optimism, yet the details are contemporary: LED headlamps housed in round bezels, flush door handles, and a carbon-accented hood scoop that hints at the power beneath.



Introducing - Studebaker's Golden Hawk For 2027



Inside, the cabin feels like a respectful conversation between eras. The dashboard retains the horizontal speedometer and round gauges of the original, now rendered in digital precision. Brushed aluminum trim meets stitched leather in warm tan tones, and the Studebaker “S” emblem glows softly on the steering wheel hub. It’s a space that feels handcrafted, confident, and unmistakably American.

Power with Purpose - Under that long hood lies the heart of the modern Hawk — a twin-turbo charged hybrid V6 producing a combined 480 horsepower. The electric assist fills in torque gaps, delivering instant acceleration while keeping emissions low. Studebaker engineers (in this imagined revival) claim a 0–60 time of 3.9 seconds and a top speed north of 170 mph. More impressive, though, is how it feels: smooth, eager, and balanced, with a soundtrack that blends turbine-like whine and mechanical growl.

The chassis is equally modern. Adaptive suspension keeps the ride composed over rough pavement yet firms up instantly in corners. Steering is precise, with just enough weight to remind you this isn’t a digital toy — it’s a driver’s car. The brakes, massive cross-drilled rotors clamped by red multi-piston calipers, haul the Hawk down from speed with confidence.



The 2027 Studebaker Super Hawk



On the Road: A Dream in Motion - Our road test began on the winding back roads outside South Bend, where the Hawk’s lineage was born. The car feels alive — poised, communicative, and surprisingly light on its feet. The hybrid system’s torque fills every gap, making overtakes effortless. In “Heritage Mode,” the exhaust note deepens, mimicking the burble of the original Packard-built V8. It’s a playful nod to history that makes every throttle blip feel ceremonial.

At highway speeds, the Hawk settles into a grand-touring rhythm. The cabin is quiet, the ride supple, and the view over that long hood evokes the same sense of pride Studebaker owners felt in 1956. Yet when you press the accelerator, the car transforms — the suspension tightens, the exhaust valves open, and the Hawk takes flight.

A Legacy Reclaimed = The 2026 Golden Hawk isn’t just a car; it’s a statement — proof that timeless design and mechanical soul can coexist with modern technology. It’s the kind of machine that makes you believe Studebaker could have survived, evolved, and thrived.



No Matter How You Look At It

I love this view - Notice the License Plate Section

In this dream world, the Hawk’s rebirth isn’t about nostalgia. It’s about continuity — the idea that craftsmanship, character, and courage never go out of style.

And as the sun glints off that Prairie Tan roof, you can almost hear the echo of the old Studebaker slogan whispering through the chrome:

“Always in front.”

OK! Enough Artificial nonsense. Let's get back to reality.

1956 Studebaker Golden Hawk Automatic vs Manual Transmission

From Internet Research

The 1956 Studebaker Golden Hawk offered two transmission choices: the Packard Ultramatic two-speed automatic and the Borg Warner T85 three-speed manual with overdrive.

The automatic transmission was paired with a 3.07:1 rear axle ratio, while the manual version featured a high-performance 3.92:1 rear axle ratio to complement its overdrive capability.

Although the manual provided better performance potential, the automatic was significantly more popular; of the 4,071 Golden Hawks produced in 1956, only 786 came with the manual T85 transmission, making it a rare configuration today.

Both transmissions were coupled with the 352 cubic inch Packard V-8 engine, allowing the Golden Hawk to accelerate from 0-60 mph in less than eight seconds in one road test, outperforming contemporaries like the Chevrolet Corvette and Ford Thunderbird. All Golden Hawk models, regardless of transmission type, utilized column-shift controls.

The 1956 Studebaker Golden Hawk offered a stark contrast between its two transmission options, significantly affecting driving dynamics and performance.

Key Specifications Comparison

Feature	Ultramatic (Automatic)	Borg Warner T85 (Manual)
Gear Count	2-speed	3-speed + Overdrive
Rear Axle Ratio	3.07:1	3.92:1
Production Volume	3,285 units	786 units
Performance Notes	Smooth cruising; "rubber burning" power	High-performance acceleration; "frequent tire" program

Manual Transmission (T85 with overdrive): This high-performance setup, equipped with a 3.92:1 rear axle, was the quickest configuration.

The best documented time comes from a Speed Age track test in 1956, where driver Jimmy Reece recorded a 7.80 seconds for a manual-equipped Golden Hawk, making it the fastest in a comparison against a Corvette, Thunderbird, and Chrysler 300-B.

Automatic: Packard Ultramatic

The far more common automatic, paired with a 3.07:1 rear axle, was significantly slower. Reviews from Mechanix Illustrated, Auto Age, Hot Rod, and Motor Life consistently report 0-60 times between 9.0 and 10.0 seconds, with an average around 9.5 seconds.

The Ultramatic two-speed automatic was the dominant choice, fitted to over 80% of the 4,071 units produced. The 3.07:1 rear axle ratio, prioritized smooth cruising and fuel efficiency over raw acceleration.

The transmission featured a unique oil-bathed cork clutch that locked the torque converter at cruising speed, providing engine braking and improved fuel economy—a sophisticated feature for its time.

However, this setup resulted in slower performance; contemporary reviews estimate a 0-60 mph time of around 9.5 seconds, making it the least competitive in acceleration tests when compared to rivals like the Corvette, especially since most performance comparisons at the time were done with manual transmissions.

Why Gear Ratios Matter for Acceleration

From Internet Sources

A car accelerates hardest when the engine stays in its power band — the RPM range where it makes the most torque and horsepower. Short (numerically high) gears = quicker acceleration, more RPM, more punch Tall (numerically low) gears = slower acceleration, lower RPM, better cruising

1956 Studebaker Golden Hawk

(Packard 352 V8 — huge torque)

Manual (3 speed + optional overdrive)

Typical ratios:

- 1st: ~2.5:1
- 2nd: ~1.6:1
- 3rd: 1.00:1
- Overdrive: ~0.70:1
- Rear axle: commonly 3.92, 3.54, 3.73, 4.09. or 4.55

How this affects acceleration

- The torquey Packard V8 loves taller gears — it pulls hard even at low RPM.
- With a 3.73 or 4.09 axle, the car launches aggressively.
- The manual keeps the engine in its torque peak (around 2,400–3,600 rpm), giving the Golden Hawk its famous “muscle car before muscle cars” feel.

Result:

The manual Golden Hawk is the fastest configuration because the gearing lets the engine stay in its sweet spot.

Automatic (Ultramatic)

- 1st: ~1.82:1
- Direct drive: 1.00:1
- Rear axle: usually 3.07

How this affects acceleration

- The Ultramatic's tall first gear blunts the car's launch.
- The torque converter is tuned for smoothness, not snap.
- The big V8 still pulls, but the transmission simply doesn't multiply torque as effectively as the manual.

Result:

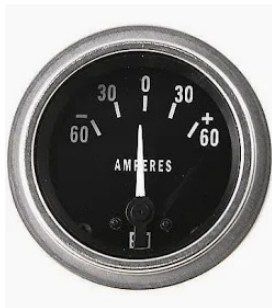
Slower 0–60, softer shifts, less urgency.

Ammeter vs Voltmeter

From Various Internet Searches

What is the difference between ampere and volt gauges?

Ampere (amp) gauges measure the rate of electrical current flowing into or out of a battery, indicating charging or discharging, while volt gauges measure the electrical potential/pressure in the system to show battery health and alternator output. Voltmeters are generally preferred for monitoring overall system voltage, whereas ammeters track, in real-time, how much current is being used or supplied.



Ammeter



Voltmeter

Key Differences:

- **Amp Gauges (Ammeters):** Measure electrical flow/current (Amps). They show if the system is charging (positive) or discharging (negative). They are wired in series, making them more complex and sometimes less safe to install.
- **Volt Gauges (Voltmeters):** Measure electrical pressure/potential (Volts). They indicate the health of the battery and charging system (e.g., 12.6V is typical for a healthy car battery at rest, ~14V while running). They are easy to install, as they connect directly to the power source.
- **Usage in Vehicles:**
- **Voltmeter:** Preferred for daily operation to monitor battery and alternator health.

- **Ammeter:** Useful for high-level diagnostics to see exactly how much current accessories are drawing.

In short, a volt gauge tells you if you have enough pressure to start, while an amp gauge tells you if your accessories are currently draining or charging the battery.

Why did car manufacturers switch from generators to alternators?



Generator



Alternator

Car manufacturers switched from generators to alternators starting in the early 1960s to meet increasing electrical demands from accessories, such as improved lighting and heating. Alternators were superior because they provided higher power output at low RPMs (idle), were more reliable, lighter, and more efficient.

Key reasons for the switch included:

- **Higher Output at Idle:** Generators produced little power at low speeds, which couldn't keep up with modern electrical loads. Alternators provide efficient charging even when the car is idling.
- **Greater Reliability & Reduced Maintenance:** Generators used a commutator with brushes that wore out quickly and needed regular maintenance. Alternators used solid-state diodes to convert AC to DC, making them much more reliable.
- **Improved Efficiency & Weight:** Alternators are lighter, smaller, and more effective at converting mechanical energy from the engine into electricity.
- **Lower RPM Operation:** Generators required higher engine speeds to charge effectively, whereas alternators charge effectively at lower RPMs.
- **No "Polarization":** Unlike generators, which sometimes required a "polarizing" process when installed or reconnected, alternators operate immediately without such steps.

The switch became standard in the 1960s as cars became more reliant on electrical systems.

How to convert Generator to Alternator in older cars?

Converting a generator to an alternator in an older car involves replacing the belt-driven generator and its external voltage regulator with a more efficient alternator, typically one with a built-in regulator.

This upgrade provides higher electrical output at idle, better reliability, and reduces the maintenance required by older DC generators.

Step-by-Step Conversion Process

The conversion generally requires mechanical mounting adjustments followed by critical wiring changes to bypass the original external regulator.

1. **Safety First: Disconnect the battery** before starting any work to prevent electrical shorts or damage.
2. **Remove Old Components:** Unbolt the original generator and the external voltage regulator. You may need to remove peripheral parts, such as a fan shroud, to gain access.
3. **Mount the Alternator:** Install new brackets specifically designed for the alternator to ensure it is perfectly aligned with the engine pulleys.
4. **Install the Belt:** Place the belt over the new pulley. Adjust for approximately 1/2" to 1.5" of belt deflection; do not overtighten, as this can damage bearings.
5. **Connect Wiring:**
 1. **Main Output:** Run a heavy-gauge (10 AWG or larger) wire from the alternator's output stud (often marked B+) to the positive battery terminal or the starter solenoid.
 2. **Exciter/Indicator Wire:** Connect the wire originally used for the dashboard "idiot light" to the alternator's exciter terminal.
 3. **Bypass Regulator:** Since modern alternators have internal regulators, you must **join the battery and armature wires** at the old regulator's location to complete the circuit.
6. **Final Test:** Reconnect the battery and start the engine. Check the voltage at the battery; it should read between 13.8V and 14.5V when charging.

Key Benefits of the Switch

- **Efficiency at Idle:** Alternators generate useful power even when the engine is idling, whereas generators often rely on the battery until higher speeds are reached.
- **High Amperage:** Upgrading allows the use of modern accessories like powerful sound systems or auxiliary lighting that a standard generator cannot handle.
- **Automatic Regulation:** Unlike old generators that might require manual adjustment for seasonal use, alternators automatically regulate output voltage to protect the battery.

Well there you have it. The 1964 Cruiser I owned from 1990-92 had an alternator, I guess the gauge measured amperes, but when I started the car, I had to race the engine a little, till the needle jumped to the right a little.

If I didn't do that, and ran an errand, the battery seemed almost dead when I got back in the car. The alternator just wasn't charging the battery, unless I gave it a boost on start up.

On a personal note, I drove each of my 56Js between 1100 and 1500 miles a year, for 35 years, and only once did I need the Autolite generator serviced on one of the cars.

Mille Miglia - 2026

From Kirk Cordill

Thanks for checking in. Unfortunately, we suffered total brake failure 2 hours before the start of the race, in the hotel parking garage, and did not even make the starting line. We made it through scrutineering which was quite an experience and the Studebaker drew a lot of attention. However, disappointment does not even begin to cover the feelings we experienced. We spent months prepping the car, sent two parts bins full of spares and it ended like that. Our goals were to 1) be safe 2) have fun and 3) finish. Didn't meet any of them. I have finally moved on to thankfulness that the brakes failed when and where they did. It could have been really bad had we been out on the course when it happened. We could have not only injured ourselves but also spectators. Again, thankful.



The car has been repaired in Italy and we are heading back over at the end of the month to participate in the Coppa Franco Mazzotti <https://www.coppafrancomazzotti.it/> around the Northern Italy lakes region.



This is a much shorter duration event but similar format put on by the Mille Miglia club out of Brescia. This will be a good test for the car. If we are successful in this event we are going to apply again for the 2027 Mille Miglia. The 2027 edition is the 100th Anniversary and is expected to be much harder to get accepted into the race. Given the

rarity of the Studebaker in Europe we are hopeful that it will improve our chances. That and we hope that the selection committee is sympathetic to our 2026 troubles.

Wish I had better news but I don't. However, my wife and I are safe and uninjured. Would be very happy to write something and contribute to the newsletter after the Coppa Franco Mazzotti and/ or the 2027 Mille Miglia.

Question about 1956 Golden Hawks exported to Europe. You found some great information on the 7 cars that went to Italy. What information do you have on cars that went to Switzerland?

56J And Sky Hawk Headliner

From R.E.M Automotive

Molly Sandberg wrote in the last issue about Bryan getting a headliner manufactured by R.E.M. Auto Inc. Here is a little about the company.

As a manufacturer we can offer our dealers a Pricing System based on "BI-Yearly Volume Buying". There is no "Buy In Fee" or "Monthly Dollar Quota Contract". You can order products, as you need them, without buying a lot of stock to tie up your space or money. Buying directly from the manufacturer eliminates the "Middle Man" which means savings for you!

We also offer a "No Nonsense Satisfaction Guarantee Policy", so there is never a risk when you purchase one of our products. If your business depends on Quality Products, Affordable Prices, and Fast Turn Around for Prompt Delivery, then give us a call, e-mail, or fax us for further information on how you can become a R.E.M. Authorized Dealer. Remember, Start with R.E.M. - Finish with Quality! We look forward to hearing from you!



Photo by Bryan Sandberg

I wrote to the company to get more information.

Good morning, Frank, REM Automotive Inc has been producing Quality interior soft good parts for over 40 years now and this Headliner is one of our new restoration parts for 2026, unfortunately we do not have any current pictures of the Headliner as we just produced

the one for Bryan after we patterned it from his original..

We have been producing headliners like this for about 27 years as most of the Chrysler Corporation vehicles used this type of headliner material in their Station Wagons.

Since we are the manufacturer and it is our policy not to sell retail against our vendor network. I would refer you to either *Studebaker International* or *Steven Allen's Studebaker* for purchase of the Headliner the cost should be somewhere in the low to mid \$300's.

If you have any questions, please feel free to call. Possibly Bryan can take a picture of the Headliner installed for you.

Mike Miller - Research & Development
R.E.M. Automotive, Inc.

Progress Reports

Stories By Owners Who Are Getting It Done

Martin Fleming

Hi Frank, - Great June issue for and fun reading. Thanks for all that you do! Here is a quick update on my 56J, Serial #6030107..



Bodywork is done and I painted the car a buttercup yellow. I redid all the upholstery last winter and, after I get the headliner and carpet in, I can finally get the upholstery, seats etc, in.

The biggest news is the Power Plant. The original 352 was not able to be restored, very sad to say, because of extensive freeze cracking on the block.

I gave the motor to Jack Vines (he has been a great help) in exchange for work on my replacement motor--a 455 Olds. Now this 1973 olds motor is completely rebuilt and I've got a TH400 out of a 69 Buick.

According to my mock-ups, it's all gonna fit...barely.



I know some won't approve of these changes and, believe me, I would have preferred to stay original, but this car was such a basket case when I bought it. A restomod was really the only way to get it back on the road.

And now that I've given myself permission to not stay stock in the restoration, I've been having fun coloring outside of the lines with this project.



NOTE: Martin, I can't speak for everyone, but it's your car. Anything you can do to get it roadworthy is Great with me.

Also, we reported on Martin's project beginning in issue 110 February 2025, page 3. He's come a long way in a little over a year.

Bob Senn

Finally after 3 years, my older son Brian and I have tentatively solved multiple problems with the starter system of my 56J. Of course Brent Hagen, whom I consider a friend, has been very helpful with the parts and advice. Brian enjoys working on the car because he is learning a lot and someday it will be his. I am looking forward to finally driving the car around and hopefully to some shows, without having to be concerned about getting stuck somewhere.

As I am searching my older issues of TW for technical information I came upon a 6 page article you wrote about the 56J in the April 2022 issue. At the time that article was published I didn't own a 56J, but had only kept the possibility in my head for most of my life. Therefore at the time I didn't recognize the article's full significance to me. Now of course I do. My son Brian is going to construct a professional appearing display to accompany the car as

we participate in local car shows. We'll use some of the information in your article. I'll send you a photo of it when it's complete. One of the main points we'll make is that it's one of the first true production muscle cars. . I feel that this fact is not normally emphasized adequately.

The Resurrection Of 6030610 (Part 13)

From Ed Capozzi



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

January 17, 2022

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 moving on their own project.



06-11-26 - Almost finished.
Not much left to do



09-13-26 Added a set of- Assist Springs for the Golden Hawk.



Mail Bonding

Letters from our readers (Edited as required)

Ken Dunning May-30, 2026

Thanks for the newsletter! A lot of useful technical information. Also, interesting to hear from owners about their handling experiences with their cars.

Ken Dunning - Peachstate Packards

John Petru May 30, 2026

Frank - Great newsletter! I really enjoyed reading owners' comments on how their '56's handle on the road!

Bryan Sandburg - May 25, 2026 - I have a better solution as to how to install windlace, aluminum 1/8 pop rivets keep windlace from sagging, my upholstery guy looked at how the factory done them and suggested this, it's how he does it in Kenworth and Peterbilt trucks for 50+ years.



Bill Ladroga May 30, 2026

The latest issue of the Newsletter and the discussion about radiator fans brings up a memory for me. Like some owners who had issues with overheating (particularly during summers here in Florida) and tried various combinations of cures,

I wanted to add a five-bladed fan to my car to see if it would help. But I wasn't sure if one existed for my 352 or where I could find one. Trying to keep the car as original as possible, I didn't want to add the aluminum after-market style.

At one point, my vibration dampener pulley rubber core let go so I had to find another pulley or have mine rebuilt. The late Tom Kaiser, the one who was a Packard expert here in Sarasota and held a Packard meet at his house every year, had a stash of Packard engines and parts. Tom always invited me to show the 56J every year because it had a Packard engine! Someone even came one year with a restored 1958 Packard four-door.

Tom had several used Packard 352 CID engines and one of them came from a Packard with factory A/C. It not only had a good vibration dampener, but it had a five-bladed Packard fan! The pulley had a an extra groove for the A/C compressor belt but that went unused when I installed the dampener on my car.

Unfortunately, I didn't take a photo of the five-bladed fan before I installed it, but you can just barely make it out in the photo attached. Everything around it was painted black so the photo is poor. The fan blade had a central

hub stamping with the five blades riveted to each arm of the hub. One of the blades was deliberately "off center."

Did it make a difference? I don't remember that it did! My 56J didn't like hot Florida summers!

Maybe not relevant to the Newsletter topic, but I just thought I'd mention it.



Photos show the Packard A/C five-bladed fan installed, a close-up of the three grooves, and the original 56J original pulley split at the rubber.

Bo Pettersson August 02, 2026

Hi Frank! - I just want to inform you that I jut sold my GH #6032223. The one that Claes Antonsson owned before me.

One thing I must mention is that new owner Henrik remembered this car ever since he started to study at the University of Gothenburg around 1978. He spotted this car as a daily driver. He said to himself "one day I shall own it myself". I took almost 50 years but now it is a reality.

I must thank you for the time being into the reg. of 56GH, it has been a pleasure and most valuable to me.

Note: Bo let me know that he sold the car, and included Henrik's mailing and email address. He is one of the few who did it right.

Here We Grow Again

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

Gains

748 Kevin Flavin High Springs FL	Serial 6033196* Previous Owner ?
749 Henrik Stenström Björketorp Sweden	Serial 6032223 Prev Owner Bo Pettersson
750 Craig Fazio Key West FL	Serial 6800315* Prev Owner Gaylord Maynard

Losses

608 Bo Pettersson Sold to Henrik Stenström

(If Present):

* = New, Not previously registered or reported.

** = Previously reported, but never registered.

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

For Sale - Nothing new this time.

The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

178	Registered Owners
222	Cars Registered (includes parts cars)
430	*Cars Reported But Not Registered by Owner
652	Total Cars Registered plus Reported
57	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.

✓**The Four Year Owners 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.

✓**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, along with major hearing loss.. 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 about \$3.00 each., but the mangling, ripping, and stains are free.

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

- **Artificial Intelligence** re-imagines the 1956 Studebaker Golden Hawk for 2026.
- **Comparison** between the Packard Ultramatic and the Borg Warner T-85 Manual Transmissions.
- **Gear Ratio** and how it affects acceleration.
- **Headliner** for the 1956 Golden and Sky Hawk models have been reproduced by R.E.M. Automotive Inc.
- **Kirk Cordill** details his Italy Mille Miglia experience with his 1956 Studebaker Golden Hawk.
- **Martin Fleming** gives an update on the progress of his 1956 Golden Hawk restoration project.
- **Bob Senn** has made significant progress on the started problems that have plagued him for three years.
- **Ed Capozzi** continues the restoration of Serial # 6030610 and provides another (final?) update..
- **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!
- **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.
- Visit www.StudebakerVendors.com for vendors who offer Studebaker parts, information, help.



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For the Type "J" Personality

