



56J ONLY

THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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THE QUEST FOR THE PERFECT HAWK

From Michael Owen

My first introduction to the Studebaker Golden Hawk was in the late 1950s as Model 169 in my Dinky Toy collection. It was so different to the mundane post war designs of British cars and the epitome of everything associated with the American Dream.



Fast forward to summer of 2014. After various trips to the US I decided that a Golden Hawk was top of my classic car want listbut which one to go for? The 1957 model with the wide fins, brash exterior and the Studebaker supercharged 3.7 litre V8 engine or the 1956 purer, original design with elegant smaller fins and the 5.7 litre normally aspirated Packard V8 power unit.

For me it was no contest. It had to be the 1956 model - sometimes suggested as the first true American 'Muscle Car' - before the Chrysler 300C, Mustang and Corvette.

The Search

Finding a suitable 1956 Golden Hawk presented its own challenges, as at the time of search, cars were approaching 60 years old. Studebaker had ceased to exist in 1967 and only 4073 1956 Golden Hawks had ever been produced.

A search of US Classic Car Sales websites ensued. Fortunately the 1956 Golden Hawk has a loyal and almost fanatical owner base. I was soon directed to the 1956 Studebaker Golden Hawk Owners Register (www.1956goldenhawk.com). This site set up by 1956 Golden Hawk authority, Frank Ambrogio, in 1989 is a positive mine of every conceivable piece of information on the vehicle. It even includes a comprehensive listing of the 639 cars currently known to still exist.

One section of the website covers 'Want Ads' which covers register members' vehicles, parts and services 'For Sale'. This directed me to John Hebert, a Canadian, long-time, Studebaker enthusiast now based in Florida. He was pruning his Studebaker collection and offering his Light Blue/ White automatic 56 Golden Hawk, which had recently been the subject of an extensive and costly rebuild. John was extremely helpful with multiple

photographs and a full history of the vehicle as he knew it.



The car (VIN 6030116) is one of the very early build units from the Studebaker Indiana South Bends Plant and the 7th oldest on the 56GH Register.

It was originally Glenbrook Green /Seaside Green and from what is understood purchased by a farmer in Idaho (The Potato State). The farmer drove it for some years before allowing his son to use it on a regular basis. The car became notorious on the local Pocatello roads - north of Salt Lake City. As the tale goes, the farmer was warned by the local police to keep the Studebaker and his son off the highway or face the consequences! The farmer's action was to take the car off the road completely and store it in an old wooden railway wagon there it remained until the farmer died some 40 years later.

On the settlement of the farmer's estate the car was released from its box and advertised on eBay - to be bought and rescued by John Hebert. The exact condition of the Hawk after its 40 year storage is unknown but it is clear that John carried out an in depth refurbishment, added very many new components and carried out a full respray to Light Blue and White.

The long distance, UK to US, nature of the purchase prevented the normal, in person, hands-on vehicle review so Auto Critic, a US classic car inspection company, was commissioned. A comprehensive report was received which confirmed the vehicle was in good condition for its year but not concours. It drove well with engine, transmission, brakes and all auxiliaries functioning correctly. Based on this test information a purchase was negotiated.

Transit to the UK

The shipment from Florida to Cheshire, UK and related customs clearance activities were entrusted to Hill Shipping. With their US agents they arranged collection from Orlando, Florida and delivery to Savannah port for

loading into a container before the sail to Southampton on 21 October 2014. The Golden Hawk arrived at its final destination of Alderley Edge, Cheshire on a covered low loader on 11 November 2014.

The excitement of the new arrival was considerably spoilt by the fact that the car battery was flat, the brakes were inoperative, there was body damage and the automatic transmission was not functioning correctly. It was subsequently reasoned that the vehicle had been driven during its period in Savannah. The brakes had failed and driver had thrown the transmission into Park or Reverse to bring the vehicle to a halt. This incident, which destroyed the gearbox, had not been reported to port authorities. The problem was successfully actioned as a marine insurance claim.

Initial Ownership Challenges

The immediate task was to source parts and undertake major repairs to a 60 year old, low production, American car. Fortunately, Ernie Wright Motor Engineering of Ashton-under-Lyne, a widely respected American Car specialist, came to the rescue. The Studebaker Twin Ultramatic transmission was severely damaged by the abusive use. It required the complete replacement of front and rear drums, brake bands and a new lock-up clutch. At the same time the Hydrovac brakes and servo system was completely reconditioned. To reach these components masses of claggy clay soil had to be scraped from the underside - probably originally from potato fields of Idaho.

The car was now driving and stopping well and ready for the road. Before this could happen headlights and direction indicators had to be adjusted to conform to right-hand drive conditions and re-registration with the UK DVLA had to be sought. An age related registration plate, 316 UYK, was awarded and this was proudly installed.

Seeking Perfection

In using the Hawk over the following months I realised that body condition, paint work and fit and finish were not to the standard I expected from the 'Perfect Hawk'. Shut lines, paint blemishes, door trims and window rubbers coupled with the transit damage to the car persuaded me that if I needed perfection a full body strip-down and quality respray was essential. So in November 2015 the Golden Hawk was entrusted to Hanstons Bodyshop & Garage Services, Altrincham, Greater Manchester. They are recognised specialists in high quality body repairs to prestige vehicle marques.

The total task was not time limited. Work on the Hawk would be undertaken to fit-in with the bodyshop's regular work activities. The agreement was that Hanstons would carry out the practical work but I would be responsible for all replacement parts procurement.

The easy part was the complete strip-down of the body. This was not removed from the separate chassis but all the major panels - wings, doors, bonnet, boot lid etc were

bolt-on, and could be separated in a straight forward manner.

The panels were sent for soda blasting. After several months they were returned as bare metal with no trace of old paint. All were in remarkably good condition with only minimal corrosion and, for their age, few scrapes and dents. The quality nature of the steel used for the Golden Hawk panels was amazing. It was 18 gauge thickness (48 thousandths of an inch) compared to the 22 gauge at 30 thou. or even thinner on modern cars. (This disproved the often quoted theory that large American cars of the 1950s were just cheap, thin, tin boxes!) The panels were epoxy coated and repaired, as necessary, before priming in readiness for finish paint.

At this stage parts requirements were identified. Naturally, the only suppliers were based in the US. Two very helpful vendors, Brent Hagen in Portland, Oregon and Barry Hackney of Studebakersite in Houston, Texas were able to supply the majority of requirements from new or second hand stock. In turn, I was passed to Valerie Hansen in Nashville, Tennessee who was able to supply a complete set of rubber gaskets and body seals for the car. This included all window seals, window channels and even specialist rubber bump stops.

Unexpected Crash Damage Revealed

It became clear whilst the car was in body shell form that it had previously experienced very serious crash damage to the passenger side rear quarter. The remedial repairs and welding were not to a high standard and led to an ill-fitting passenger door, reluctant closure of the boot lid, and misalignment of the rear window frame. The complex repair was a true demonstration of first rate body repair techniques, welding and lead filling. The rear roof pillar section from a scrapped Golden Hawk was precision welded into position permitting body realignment and hence enabling perfect fit for door, boot and rear glass. Trial fit of all unpainted panels was undertaken to ensure shut lines were optimised.

Choosing Paint Colours



At this stage there was extensive debate on paint colours. After considerable review of Studebaker 1956 colours, paint samples, colours of prize winning 1956 Golden Hawks and a desire to remain in tune with the spirit of

the 1950s a combination of Yellowstone and Midnight Blue (yes blue) was chosen.

Panels were painted individually and then carefully positioned on the body structure to achieve the best possible fit and finish.

The end result is body and paint to the highest possible level and equal in every way to the most modern prestige car - a true credit to Hanstons and especially their key technicians, Sam and Kevin.



Completed Project 2 - September 2020

The Finishing Gate

The Golden Hawk Project took 6 years and was finally delivered home in September 2020. The Covid19 Pandemic contributed to the delay in final completion and prevented display at 2020 classic car shows.

What is in no doubt is the positive reaction of all who have viewed the Golden Hawk and the admiring crowds that develop whenever it is driven.

Very few people have seen anything quite like it....except, perhaps, those old enough to remember their Dinky Toy collection of the late 1950s. Who would have thought that collecting 'Dinkies' in my formative years would have led to the stimulating (and sometimes expensive) hobby of owning the real thing in later life?

Ken Korb's 56J

Appears in October 2020, Turning Wheels

A photo of Ken's 56J which was used in his daughter's wedding, appeared on page 30, along with a nice story.

I sent the following message to Ken: Very nice photo of your daughter Valerie and Kevin's wedding, along with the 56J, and story. Great Job. Take a look at my website regarding TW photos, by clicking on the link below. Instead of all the old folks, I'm trying to present a younger image with photos of young people, like Valerie and Kevin. <http://www.studebakervendors.com/tw-photos/> Great job on the story, photo, and getting the car finished!

Here is Ken's response:

Frank, you probably don't remember talking to me back in 2000, even before I took charge of the Golden Hawk.

You encouraged me to take the step of buying the car and I realize it took way too long to get it back on the road. But mission accomplished thanks to your advice and guidance and from all the help from the 56J group If you could only see all the issues of your newsletters I have referred to during the past 20 years.



***Valerie and Kevin's Wedding
From October 2020 Turning Wheels***

I was able to finally enjoy getting to attend a number of large car events last year and the Golden Hawk always got the most looks (at least in my eyes)! We even made it to the International event in Mansfield and had a great time.

Unfortunately this year is not as much fun, but the car is ready as soon as things change around for the better. Hope to be able to show you the car someday in person. I will check out the photos on your site.



I feel I have a few young Studebaker converts with my daughter, her husband, and my son, They were like a lot of other family car kids growing older with the family Studebaker, had a hand in its coming back to life, and will hopefully enjoy the hobby for many years to come. This has been a big part of the enjoyment for me that we can share the same interest. Thanks again for all your help.

[Note: I've offered this several times in the past, but I always love printing it again. Nothing gives me more pleasure than to find that another 56J has been made roadworthy after a lengthy absence. Having the car as part of a family wedding is a bonus. Good work Ken! -FA]

One Person Takes Action

From Frank Hunter

After several years of trying to find someone to finish my car I finally found a guy about 15-20 miles from my house that was willing to do the job

It's been 40 years now and I know I am running out of time. Hoping to make a lot of progress this year.

Please continue to keep me on your mailing list.
Thanks

Another with plans to get it done

From Leon Cohen

Frank, Sorry I didn't send you my new Email address. With autumn's mild temperatures I have stripped the dog house and undercoated it.

I'm looking at a year to finish all of it. If I need a good excuse to be slow, the '35' in my email address is the year I was born. Thanks for all the info in your newsletter.

I need it to finish old #52. Please keep me in the loop.

Completed Project - Grim Reminder

From Yvon Beaudry

Hello Frank, Here are the pictures of my Studebaker, finished. I still have a vibration disorder at 40 miles per hour as well as at 60.

It's buzzing inside the cabin. I had the driveshaft aligned twice to no avail. I also adjusted the angles without results. At this stage it remains a mystery.



I hope your health is okay? For my part I, have a recurrence of my cancer and the prognosis, is not very good. I have no chance of recovery. My cancer is stable for the moment, thank you for your attention. I enjoy the time I have at best.



The 6032195 Project

Story - Frank Ambrogio, Restoration - Tom Curtis

Tom bought this Mocha/Doeskin version of Studebaker's Golden Hawk model, from me in August 2015. He drove it till fall, and again the following two summers. As the 2017 driving season was ending, Tom decided to replace the rear main seal. One thing led to another and soon the engine was out for a rebuild. Systematically, parts were removed until a shell of the car remained by March 2020.



Tom kept at it and despite some problems with the paint, that required a lot of experimenting, and some ill-fitting upholstery. In November 2020, he sent several photos. The work and dedication produced a magnificent result.



I enjoyed the rather unique experience of comparing the project progress photos that Tom sent, to the ones I had taken over 30 years ago. Might be a story for next time.

As Yogi Berra once put it, "It was like Deja Vu, all over again."

And One More Progress Report

From Larry Bost

Despite the Corona Virus, Larry Herweg continues to make good progress on my 56J. It is looking good! Larry's work is impressive. The Register is so valuable to all of us. Thank You!

Shrock Brothers Close Up Shop

From David Shrock

NOTE: Tom and Dave Shrock have remanufactured our 56J steering wheels since 2004. I wrote to them to see if they wanted to continue keeping their ad on our Want Ad page.

Frank, Thank you for your help in the past. Our 56J model was one of our best selling models. We are no longer making steering wheels, so please discontinue the ad. The 1956 Golden Hawk steering wheel was our most successful reproduction steering wheel.

Tom Shrock (age 84) became ill in June of 2020 and is now requiring dialysis. Because of his illness, Shrock Body Shop is now closed. We have sold many parts to Steven Allen in Florida. We sold our reproduction molds for steering wheels and other parts to Rex Miltenberger in Michigan. We've stopped production of models and we don't intend to sell the molds for the Shrock brothers Toys. - David

Age Related Register Degeneration

From Frank Ambrogio

I printed a story about getting your project finished, which appeared on pages 1-2 of Issue 077, February 2014 of *56J Only*. The point of that story, was about getting your project started, and/or to at least to the point where you could enjoy driving it, while still working on improving it.

As our group ages, I get more messages from owners who are facing the reality that they don't have enough time to finish and enjoy their 56J. Their car has been sitting untouched for years, often decades.

That was the case with both of my cars when I bought them in the 1980s. Each owner parked the car in the garage while planning to restore it *some day*. Some day never came and each one finally faced reality that the time had come to get rid of their car.

The result was that the former owner simply preserved the car until someone else took up the challenge to restore it. Back then, that was a very likely possibility, as there were many younger fans who might take an interest. I was 43 when I made that first purchase.

Unfortunately, that is no longer true. Very few 43 year olds today are interested in old cars, let alone, Studebakers. The primary interest to anyone even younger than that, is a cell phone. Those in their mid to late sixties are probably the youngest group who *might* be interested in old cars.

Consequently, there is a much smaller group of people willing to take on the project that someone else never got around to doing. The car will end up as the spouse's or family's problem to handle. Most likely they will want to dispose of the car and accumulated parts, rather than finish the job. After a long period of disinterest, the best case would be that everything ends up in the hands of another owner or vendor. Barring that, the next stop could more likely, be the old car grave yard.

The previous articles paint a picture of the state of the old car hobby. They show the kind of enjoyment that can be had, and also the what can happen if you wait too long. With the headlights shining on birthday # 81, plus no longer owning a 56J, I'm glad I was able to enjoy both of my cars for over 3 decades. *The clock is ticking!*



New Authenticity Guide Update

From Doug Button



Hi 56J enthusiasts! In cooperation with Frank, I am working on reprinting the *1956 Golden Hawk Authenticity Guide*. **These will be the most recent, 169 page, full color, 8.5x11, spiral bound prints of the AG.** It is expected that the price *with mailing* in the US will be \$30 each, if we reach our minimum order.

To get an idea of the demand for these books, please complete the survey in this link.

<https://www.surveymonkey.com/survey/d/G6S5N8E4I1T8A2T5E>

No money is required yet. Further information will be provided once they are available, which is expected late March.

If you have any questions or are not able to complete the survey, you can contact me directly.

Doug Button Email: accounts@timemachines.net
Phone: 844-788-3344

Mail Bonding



Letters From Our Readers. (Edited as required.)

Michael Owen October 30, 2020

Hi Frank, Many thanks for your response. It's really good to hear from you and praise indeed coming from the originator of www.1956goldenhawk.com. I was pleased you were able to solve the mystery of the vehicle body number and confirm 229 is correct.

The colour we have chosen is Midnight BLUE. I realize this is not authentic to Studebaker paints of the year but after considerable discussion on the subject we felt the dark blue colour was better suited to the car being used in the dull, cloudy skies we so often get in the UK.

We have already had a positive reaction from the UK prestige classic car press and hope to have a full scale magazine article published in 2021 - all good for the visibility of the 56 Golden Hawk.

John Kwiatkowski November 02, 2020

I apologize for not getting back to you sooner. I seem to be experiencing the Chinese curse (living in interesting times) off and on.

I am very glad to hear that your chemo is going well (my wife and I used to refer to hers as the foul potions. A belated happy 80th birthday to you. I am facing my 75th birthday next month.

My Studebaker has stopped trying to kill me quickly and has decided to bleed me to death financially. I seem, however, to have a masochistic bent in my psyche since I still love driving the car. It has taken seemingly forever, but I say in soft tones (so it can't hear me) that it is running quite well, and can properly be thought of as a veritable Jet Streak.

Larry Michael November 17, 2020

Wondering if you can point me in the right direction. Years ago I ordered a copy of the factory order sheet for my 56J, but for show purposes I want to put that in a more viewer friendly format and decided to use Richard Quinn's window sticker for the 56J's. In trying to do some research regarding the prices of all the options listed on my order form, I was able to come up with the option prices for everything except the power brakes, power steering, and power seats. Would you happen to have that information somewhere in your collection or can you point me to where I can research that a bit further?

Appreciate the help. I've spent the last two years restoring a '64 GT Hawk that my father bought new. I am finally on the final week or so of that restoration. I didn't do a frame off, but most all else including new fenders, interior, rebuilt engine and tranny etc. It has been keeping me off the streets and out of trouble as they say!

I found the following for Larry:

- Power Brakes \$40.00 - Power Steering \$120.00
- Power Seats \$49.00 - Power Windows (2) \$58.00

FYI: A price sheet dated November 29, 1955 is posted on our web site. Click on [options](#), then [Accessory Prices](#).

Jim Anderson December 11, 2020

Hello Frank, I wanted to let you know I am selling my Hawk to a chap in North Carolina. His name is Robert Brewster and I have told him about your registry and the wonderful club you have for members with 56 Golden Hawks. He will get in touch with you to give you all his information. I will miss the car but I am getting to an age that I wanted it to go to a good home. Robert has several cars and is looking forward to this one.

Robert Brewster December 14, 2020

Jim and Barb Anderson of Dundas Ontario suggested I get in touch. My wife Brenda and I live in Spruce Pine NC where we have an eclectic array of classic cars and trucks. Two years ago we came upon a 1949 2R5 Pickup which I worked on extensively last winter. The more I explored the more I began to appreciate the brand.

We recently added Matt Frushour's 1961 "Flamingo" Lark and now the Anderson's 1956 Golden Hawk. It was the enthusiasm and recommendations of a Studebaker club member that lead us to the latest two acquisitions.

I just wanted to introduce myself and look to you for any recommendations to add to our enjoyment and understanding of our new addition.

Here We Grow Again

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

704 William Shields Ser# 6800590
Hazard KY Prev Owner Dennis Mitosinka

705 Robert Brewster Ser# 6800183
Spruce Pine NC Prev Owner Jim Anderson

* = New, Not previously registered or reported.

** = Previously reported, but never registered.

NOTICE: In lieu of dues, and to help keep my records correct, new registration forms are mailed to owners who haven't been heard from for four years. If you receive one, complete and mail it at once or you will be dropped from the mailing list.

The "J" Account

1956 Golden Hawks Registered/Reported/Scrapped

220	Registered Owners
285	Cars Registered (includes parts cars)
352	*Cars Reported But Not Registered by Owner
637	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 a day, most of which are useless and interfere with the more important items. Please do not send forwarded mail to me. I just can't read it all. This includes anything not 56J related, especially jokes, E-cards, political and religious messages. Believe me, if you send it, I'll get it from 10 others also. 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.**

✓ **Email** - Do not forward jokes, political, or religious messages, or anything **not 56J related.** I get too much junk mail which sometimes causes me to miss 56J mail.

✓ **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.

✓ **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. 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 or still own a 56J.

Want Ads

Due to the dramatic increase in printing costs, Want ads are no longer printed in the newsletter. Want Ads are posted on our web site at: www.1956GoldenHawk.com (Click on Want Ads)

Check out our sister site at: www.StudebakerVendors.com With links to over 150 vendors doing business on-line. If you don't have Internet smarts, *ask your grand kids for help!*

New Ads Since the last issue: - (NONE)

56J Club Items

All Proceeds Help Maintain the Register
Some Items are *free* to view or download on our web site or can also be ordered on-line

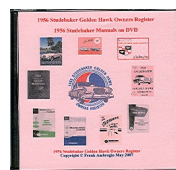


\$20.00

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. \$25.00

1956 Studebaker Passenger Car Manuals on Disc. 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog, Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, *56J Only* Newsletter back issues, 1956 GH Production Orders. (Same as the Flash Drive, without the Restorers Guide Video.)



\$20.00

1956 Golden Hawk Restorers Guide on DVD Contains a video version of the Authenticity Guide with many new items discussed. (Video is Included on the Flash Drive)



\$20.00

1956 Studebaker Golden Hawk Parts Catalog.
No Longer Available



1956 Studebaker Golden Hawk Authenticity Guide.
No Longer Available



Decals-Tags-

Oil Filler Cap, blue/buff	\$ 3.00
Oil Bath, yellow/black	\$ 4.00
Generator Field Terminal Tag, red	\$ 1.50
Tachometer Sending Unit Tag, red (NLA)	\$ 3.00

Make Checks Payable to
Frank Ambrogio.

Owners Roster

(For Registered owners only) send Email or SASE

In this Issue

- **Michael Owen** provides details on his quest to create the perfect Golden Hawk.
 - **Ken Korb** finished the restoration of his 1956 Golden Hawk and had a story printed in *Turning Wheels*.
 - **Frank Hunter** has decided it is time to get serious about his 1956 Golden Hawk project while there is still time.
 - **Leon Cohen** reports he is making some progress on his 1956 Golden Hawk, now that the weather has cooled.
 - **Yvon Beaudry** sends photos of his finished project, but offers a sad health report.
 - **Tom Curtis** sends in a photo of his completed project.
 - **Doug Button** is working on getting the new Authenticity Guide printed in full color.
 - **Larry Bost** reports that he and his restorer are plugging along on his 1956 Golden Hawk restoration.
 - **The Shrock Brothers** have closed up shop and no longer make scale models or steering wheels.
 - **We** offer some incentive to get going on that project that has been sitting for far too long.
 - **John Kwiatkowski** provides an update on his 1956 Golden Hawk.
 - **Larry Michael** asks about accessory prices for a window display he will use at shows..
 - **Jim Anderson** became one of the very few owners to report selling his 1956 Golden Hawk. Most never do.
 - **Robert Brewster** registers the 1956 Golden Hawk he just purchased from Jim Anderson.
- **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.



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

MAIL TO:



For the Type "J" Personality