



# 56J ONLY



## THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)

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Number 100	Established January 1, 1989	October 2021
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56J Only is the official publication of the 1956 Studebaker Golden Owners Register. It is published three times a year in February, June, and October, and mailed to registered owners. All the digital versions are available on line at [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com)

### Newsletter Number 100 From Frank Ambrogio

This issue of 56J Only marks a milestone I never thought we would reach. I know that many old car clubs have produced more than 100 issues, but most of them deal with a group or series of cars. Since our newsletter covers just one brand, one year, one model, getting to 100 seems a little more significant.

When our first issue was put together in March 1989, I decided on a simple consecutive numbering system. I was fairly certain we would never reach the one thousand mark, but was hopeful we would at least get into double digits. I settled on 3 digits, just in case things went well. And well, here we are at issue number 100. While one hundred issues is a nice number, the fact that we've lasted over 30 years is even more noteworthy.

I had seen Registers like ours, come and go through the years, so I set no expectations or goals. I also didn't set any limitations, but decided to just see where and how far it would go. Thirty-two+ years later we are still hanging on. During this period, literally dozens of Registers have been started and eventually died, or simply exist in name only with no one maintaining them. I think the message is clear. A car Register won't last long if its only purpose is to count cars.

I think the reason we've lasted this long is because the newsletter allows us to stay in constant contact. Getting something in the mail, or Email, every few months is what has kept the interest up.

The newsletter has always been our biggest expense, but thankfully, many of you have elected to receive the newsletter electronically. The Internet has greatly reduced the preparation and distribution time and effort. Unfortunately, producing and distributing fewer copies has mostly been offset by higher fees related to getting the newsletter printed and mailed.

Lifetime totals for newsletters delivered **by mail**, including this issue:

COPIES	PAGES	CANADA	FOREIGN	POSTAGE	PRINTING	TOTAL
11,451	935	448	156	\$4,576 .50	\$5,947.75	\$10,524.25

Unfortunately, the newsletter may become a thing of the past as the amount of input I receive has dropped off dramatically, and the number of pages per issue has dwindled accordingly. We don't print many technical items anymore. Our best hope is to provide reports on the progress of someone's project, or an owner's attendance at a car show.

I try to fill the pages with stories, but let's face it, this article is an example of the very point I'm trying to convey. It might be somewhat interesting to read, but it doesn't really help anyone get or keep their 1956 Golden Hawk on the road. I think we've covered just about everything there is, regarding the 56J. Hopefully, something new will develop which might spawn a whole new area to write about, *which may fill the next 100 issues.*



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## The Financials We're Staying Solvent

While we are on the subject, I guess we could continue to discuss finances. Our second major expense has been the web site. Initially, I put together a personal web page hosted for free by Prodigy. The late Bill Glass offered the Domain Name (DN) 1956GoldenHawk.com to me, but I didn't want the expense of a monthly hosting fee. Then, an *Orlando Area Chapter* club member offered to host a site for free, so I took Bill up on his offer. Bill (AKA BondoBilly and the Hawk from Hell) owned the Domain Name, and paid the yearly fee till he passed away in August 2013. Ellen Glass paid the fee for 2013 and 2014 and then transferred the DN to me. The free web hosting by the OAC member just didn't work out, so I bit the bullet and signed up with *Web Site Managers* to host the Domain, and I paid the \$12.50 monthly hosting fee ever since.

The web site proved to be a valuable investment as it gave us great exposure, provided a docking site for all the newsletter back issues, added the convenience of On-Line registrations, generated income from On-Line sales of our products, and allowed us to post a ton of information regarding our favorite car. So many times, a question arises and I've often used the phrase made popular by the pasta sauce brand, Prego, *It's In There!* Almost always, the answer is somewhere on our web site.

Lifetime totals for the web site from 2003 to the present:

Yearly Domain Name Registration Fee*	Monthly Domain Hosting Fee	TOTAL
\$795.00	\$2375.00	\$3170.00

\* From 2003 to 2014, the late Bill Glass and Ellen Glass paid the Domain Name Registration Fee.

On the flip side, we've generated income from the sale of some of our products.

The *56J Parts Catalog* and *Authenticity Guide* each sold in the neighborhood of 200 copies. These were sold basically at my cost including shipping, but often times buyers would include a little extra to help with expenses. For a short period in the early 2000s, I was able to make self copies at OfficeMax for about 1/3 the regular price.. Then I just paid the regular rate for the binding and color cover. I know what you are thinking, and the answer is no, I didn't pass that savings on to the buyer. It wouldn't be fair to those who bought them before or after, at the full price. *And, I needed the money!*

Lifetime totals from the sale of the Parts Catalog and Authenticity Guide:

PARTS CATALOG				AUTHENTICITY GUIDE			
COPIES	INCOME	EXPENSES	NET	COPIES	INCOME	EXPENSES	NET
192	\$5801.91	\$3705.23	\$2096.68	205	\$3531.05	\$2426.40	\$1104.65

We've also generated income from the sale of our decals, tags, steering wheel covers, CDs, DVDs, and Flash Drives. We have managed to make a few bucks on all our sales items, except the name badge project. And, of course, your donations have been the biggest reason we have been able to stay afloat.

## The Resurrection Of 6030610 Project (Part 1) From Ed Capozzi

***NOTE: Ed bought this 1956 Golden Hawk in 1968 and sold it in 1979. He repurchased it this year, from that buyer's son and is now working on this reclamation project. It sat for over 30 years outdoors 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.***

I have to admit it was like a punch in the stomach when I first saw the Hawk. It hadn't moved in years. The owners son told me that initially, when his dad first bought the car from me, he rented a parking spot for it in a multi car garage. Well it seems that one day he showed up to take the car out and found a pair of skis laying on the Hawk's hood which were left there by one of the co-renters' of the garage! Well, I guess an argument ensued, and (Paul) ended up taking the Hawk out of there and parking it on his own property, unfortunately outside. According to his son (Paul Jr), he really didn't drive it much after that. I found an old registration in the glove box from 1983....I figure that may have been the last time it was registered.

Once again, I will never again sell this Hawk, and as long as the body is good and solid, that's all I'm really looking for. The only chrome pieces I'll definitely replace are the front and rear bumpers, probably on an exchange deal with the

Bumper Boys located in California. There's an annual car show and flea market held near where I live, and the Bumper Boys show up with a 40' trailer loaded with all makes of re-plated bumpers.

The side air scoop chrome mouldings and the checkmark mouldings are still in good shape, as is the trunk lock center pot metal chrome piece. I put on NOS ones of these items back when I first owned the car. The tail lamp housings were also NOS but unfortunately they are very pitted. However, I purchased a nice used pair a few years ago at a flea market, and they will be eventually installed. Tail lamp lenses are real nice!



The radiator, which I had recored years ago, is still in fine shape and was full up with anti freeze. The leather interior (which the fellow (Len Murphy) who sold me the car in '68 had put in) held up real well over the years, and I will definitely re-use it.

Back in the day I installed an NOS '56 sedan steering wheel. (18"). It was always uncomfortable for me, as I am about 6' tall..Fortunately though, I have a reconditioned coupe wheel (17") which I purchased for my Speedster that now will be going in the Hawk. It will have to be re-painted though.

The spare Packard water pump, fuel pump, and engine gasket set which I left in the trunk when I sold the car were still in there. It's nice to have those items.

Been steadily working on 6030610. Have the front fenders and hood off the car, and completely stripped out interior (excepting dashboard). I'm lucky the dash and gauges are in nice shape, as is the padding on the dashboard. Seat upholstery, which was redone in leather sometime before 1968, is also in real nice condition.

The main body however, is worse than I originally thought from years of sitting outside on its *belly*. The frame is also weak in a few areas. All this can be repaired, and I'm taking steps to soon lift the body off the frame and roll the chassis out.

I just missed out on a '55 Commander hardtop body and frame in good shape, that was unfortunately scrapped shortly before I heard about it!. Oh well!!!

Numerous small parts have been blasted, primed, and painted. Valve covers, air cleaner, fan, shroud, and radiator support, rear valance, grill side scoops, and trunk lid have been restored. Radiator is in good shape. I had it re-cored shortly before I sold Hawk 42 years ago!. Very happy to have my old GH back.

There really is no rush on bringing my Hawk back. I'm having fun, (although this heat is unforgiving!). I'm next tackling removing the power steering box and column. Then there will be a very few bolts holding the body to the chassis. I'll then lift the body up 15" or so and pull the chassis out forward from under (front fenders, radiator support, hood, etc.) already off and tucked away.

Last time I did this same job was on a green/yellow '55 Speedster which had a severely bent frame. I located a straight, solid frame, and proceeded pretty much like I'm doing on the 56J. .The Speedster had a very solid body though!

My memory was jogged a bit when I discovered my Hawk has a power front seat!. It wasn't ordered with one. ..then I remembered I purchased and parted out a very rough 56J back in the day. it had the power window and power seat option. .A friend wanted the power window doors,. I kept the power seat frame, and installed it in 6030610. .I had forgotten about that!!

Somebody up there must like me....visited with a Stude friend up in Maine today.....He restored a '55 Speedster several years ago, and had a few parts left over... including a NOS front lower valance panel for '56-'64 Studebaker Hawks.....He purchased it for his Speedster, however, the Speedster lower valance ('53-'55) is quite different, so he could not use this valance on his car.

Anyway, after hearing my Golden Hawk Story....*He Gave Me the Valance!!* (and the original one on my car is very, very rough!)

Those pics are of the 'new' passenger side floor & the dashboard. I'm amazed how good shape the dashboard is in....especially the engine turned overlays that are typically banged up. Also, the dash upper padding is in very good shape, which amazes me, since this car spent many years outside with the sun streaming in!

I'm making up the forward L&R floor sections, and I will also make up the sub floor reinforcement boxes.....I'm used to 'fabbing' items out of sheetmetal at work, so I figured I'd give the floors a try, and divert the \$\$\$\$ I would have spent on repo floors to something like rechromed front & rear bumpers (probably from the 'Bumper Boys' out in California.)



I've made up L&R front fender inside vent housings at work. The Hawk is slowly getting there!

PS. that steering wheel in the pic was once a NOS sedan wheel (18") which I installed many years ago. I have a restored 17" coupe steering wheel that I was going to use in my '55 Speedster. I now believe it makes more sense to use it in the 56J, as the steering wheel that's presently in the Speedster is really in very good condition!



## A 1956 Golden Hawk Feel Good Story

On June 2, I received the following Email: *Hi Frank, - My name is Dan Scott, I'm the Zone Coordinator for the Pacific Southwest Zone of the Studebaker Drivers Club. A gentleman contacted us and is looking for someone who owns a 1956 Golden Hawk will to help surprise his father, a Korean War Veteran on Father's Day in the Orlando FL area. The gentleman wants to surprise his dad on Father's Day with a short ride in his favorite car, a '56 Golden Hawk like the one he use to own.*

I wrote to the 56J owners who live year round, or spend time, in Florida to see if anyone could help. On July 8, I got a nice letter from Jim Morgan who lives about 70 miles from Orlando, in Merritt Island. Jim has owned his 56J since new and estimates driving it over half a million miles..

*I just wanted to let you know that I volunteered to provide my hawk for a photo shoot by Bryan Hayes, who it turns out is a high fashion magazine cover photographer from Las Vegas. His father, Floyd Hayes, is a retired Air Force veteran whose father owned a Studebaker dealership. When Floyd was a teenager he drove just about everything that passed through the dealership and later bought a 1956 Golden Hawk. Floyd, who is now 88 years old, is in poor health and his son Bryan wished to surprise him on his birthday with a ride in a Golden Hawk. Although prior commitments prevented me from visiting him on his birthday, I was able to go over to Longwood on Father's Day weekend.*

*Bryan is planning to write a story about 1956 Golden Hawks for publication in Turning Wheels, so I drove his father over to a small park in Longwood where he took numerous photos of the car, his father and me. I gave Floyd some 56 hawk pictures which included some of your cars. (Floyd's car had the same paint colors as yours.) I also gave Bryan some 1960 vintage photos of my car pulling a trailer across the continent, including one driving through a redwood tree in Sequoia National Park. Although I gave Bryan some background history of my car, I have no idea if it will be included in his Turning Wheels story. We'll see what is published, and if it only covers his father's story I will send you the information for a 56J article.*

## Special 56J Production Line

Ed Capozzi presented this thought: It was revealed in the past that 56J's were assembled on a separate production line at the Chippewa Avenue plant....This makes sense to me, as this model had enough differences to make building it on the normal V8 line at South Bend impractical.

Someone at the time must have taken photos of this unique, one model year production line....It would be great if those photos surface. (sometime soon!)

**NOTE: As always, I checked with Richard Quinn, who has provided so many answers to my questions, over the past 30+ years. And, of course, he had the answer.**

Frank - I do have an article on it from the "Studebaker Spotlight" employee magazine that I scanned and attached. No photos that I am aware. - RQ

## RICHARD QUINN COLLECTION Station Wagons, Golden Hawks Go On Truck Line

*Final assembly operations on all station wagon models and the Golden Hawk, top model of the new line of Studebaker sports-type cars, are being shifted from their present locations to the truck assembly line in the Chippewa plant.*

The production changes have been ordered to help meet the overwhelming demand for all models of the standard sedan line of passenger cars for 1956. By transferring final assembly of the Golden Hawk and station wagons, manufacturing executives expect to increase total output of Studebaker passenger cars quickly and without any great investment in new facilities.

Stock is being delivered to the new assembly location, and necessary new tools are being installed, with the first Golden Hawks scheduled to roll off the truck line on Dec. 27. Assembly of station wagons on the truck line will begin Jan. 9, according to present plans.

Equipment at the Chippewa plant is better suited to the different assembly requirements of the Golden Hawk, which is powered by a Packard engine and is usually ordered with more accessories than other models of the sedan and sports lines.

**From Ed:** I'm still a bit confused if only the GH engine/chassis was assembled at Chippewa Ave, and then trucked back to the normal assembly line for body install & final finishing. OR, if Studebaker sent completed GH bodies to Chippewa Ave for installation on the 'special' chassis? Also, I wonder how they handled the build at the Los Angeles plant? Interesting!



## Showing Off My New Wheels From Gary Willoughby

Wanted you to see the GinnyHawk's new wheels (and tires). Although the engine rebuild was done a while ago, I haven't considered it finished until the timing and carburetor were smoothed out. I've finally accomplished that with local talent (after much culling).

So new rubber and wheels was a much needed next step.

I wanted narrow white walls, so Toyos were the only option. Coker made them, but only in bias-ply. The Crager wheels came from Jeggs in Columbus, Ohio. They had the best price (less than \$100 each) and free shipping.

I also took a chance and ordered 7 inch width. The tire tech was concerned about clearance on the rears, and it oddly is tighter on the right fender than the left. Almost as if the body mounting is skewed to one side by an inch or so. I know of no collision damage; is it possible the factory put it out this way?



In any case, after 4-500 miles, no tire-fender contact has occurred. And I know you don't approve of the off stock look, but be assured that the hubcaps will fit on these wheels, should I ever want to show as stock.

**Editor's Note - No one needs to worry about my approval. My feeling is that any 56J that has been made roadworthy, is one we should all embrace. Gary, you seem to have the best of both worlds with the custom look you wanted, plus the ability to easily convert to an unmodified appearance. Thanks for the report. Great Job!**

## New Authenticity Guide - Update

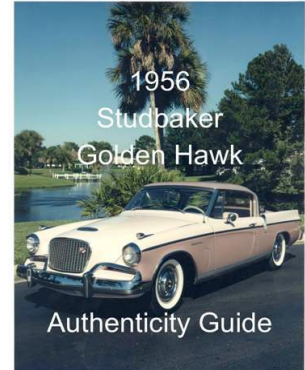
### Great Job By Doug Button

As reported in the last issue of 56J Only, Doug Button had embarked on a mission to get the new Authenticity Guide printed in full color.

The printing was completed and Doug handled the distribution of the Guides in early March. He made some extra copies to offer to any procrastinators and new 56J registrants.

Doug still has a few Guides left, so if you missed out earlier, you may still be able to get your copy. If you have any questions, you can contact Doug directly.

Doug Button Email: [accounts@timemachines.net](mailto:accounts@timemachines.net), Phone: 844-788-3344



## Mail Bonding



*Letters From Our Readers. (Edited as required.)*

### Vince Habel May 31, 2021

Last Saturday Keystone toured the shop and Mark James' collection. At the present time the 56J of Ron Baumgardner is undergoing a restoration there. Larry Michael had his 56J there.

### Indrojit Sircar August 03, 2021

Hope you are doing well. I don't know where to start this email from. I am extremely thankful to you and everyone on the 56J owners register, starting with Mr. Brent Hagen who helped us with parts about 10 years ago, to Mr. Dwayne Jacobson who is sending me parts now. Also Mr. Richard has been extremely helpful in sharing pictures and photographs with me of his car and restoration.

I wonder if you are following the thread and seeing updates. If you are not I wanted to share the link with you. The link is: [www.tapatalk.com/groups/56jonly/viewtopic.php?p=144#p144](http://www.tapatalk.com/groups/56jonly/viewtopic.php?p=144#p144) I would love to hear what you think of the work being done

## The "J" Account

### 1956 Golden Hawks Registered/Reported/Scrapped

220	Registered Owners
279	Cars Registered (includes parts cars)
362	*Cars Reported But Not Registered by Owner
641	<b>Total Cars Registered plus Reported</b>
52	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

## Administrative "Assistance"

Special notes and recurring items.

✓ **EMAIL CLUTTER:** I easily get 100s of messages 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 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.**

✓ **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](http://www.1956GoldenHawk.com).

✓ **56J ONLY, Electronic Version** of the newsletter is in color, and undamaged in transit. If you would like to receive it electronically, *and save me a buck and a half*, let me know and send me your Email address. I will send you a notice when the latest version is posted on the website. You can read it, download it, and/or print it at your leisure. If you can't view it on the website, let me know, I'll send it as an attachment. Anyone with an Email address on file with me, will automatically receive the newsletter notice electronically. Let me know if you prefer to receive it by mail. This costs me a couple bucks, but the mangling, ripping, and stains are free.

✓ **The Four Year Rule** - If I haven't heard from or about you during the past four years, I will send a registration form to you with your newsletter, or by Email. You must respond or you will be dropped from the Register. Since we don't charge dues, this is the only way I can be sure you are receiving the newsletter and/or still own a 56J.

## Want Ads

**New Ads Since the last issue:** -  
(NONE)

## Here We Grow Again

**NOTE:** For the first time in our history, there were no new owners registered. Two cars sold, but not re-registered.

## 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*

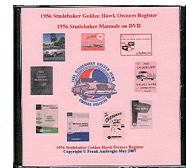


**Complete Package Flash Drive.** 1956 GH Restorers Guide Video plus 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog, Borg Warner Overdrive Manual, 1955-58 Chassis Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, *56J Only* Newsletter back issues, 1956 GH Production Orders. \$20.00

\$20.00

**1956 Studebaker Passenger Car Manuals on Disc.** 1956 GH Parts Catalog, 1956 GH Authenticity Guide (New version), 1956 Owners Manual, 1956 Accessories Catalog, Overdrive Manual, 1955-58 Chassis

Parts Manual, 1953-58 Body Parts Manual, 1956-57 Shop Manual, 1958 Shop Manual Supplement, *56J Only* Newsletter back issues, 1956 GH Production Orders. (Same as the Flash Drive, without the Restorers Guide Video.)



\$20.00



\$20.00

**1956 Golden Hawk Restorers Guide on DVD** Contains a video version of the Authenticity Guide with many new items discussed.

( Video is Included on the Flash Drive shown above)

**1956 Studebaker Golden Hawk Parts Catalog (Posted on our web site).**

**Printed copies, No Longer Available due to high printing cost**

Available as a .pdf download.



**1956 Studebaker Golden Hawk Authenticity Guide (Posted on our web site).**

**Printed copies, are no Longer Available from our Register** However:

A batch of the new *Authenticity Guide* in full color was created in early 2021 by Doug Button.

Contact Doug Button, Email: [accounts@timemachines.net](mailto:accounts@timemachines.net), Phone: 844-788-3344



### Decals-Tags-

**Oil Filler Cap**, Dark blue/buff

\$ 3.00

**Oil Bath**, yellow/black

\$ 4.00

**Generator Field Terminal Tag**, red

\$ 1.50

**Owners Roster** - (For Registered owners only) send Email, or SASE for printed copy

**Make Checks Payable to: Frank Ambrogio.**

## In this Issue

- This issue of 56J Only is the 100th, since we started in 1989.
- A short report on our Register finances through the years is shown in this issue.
- **Ed Capozzi** has started working on the 1956 Golden Hawk he repurchased after selling it over 40 years ago.
- **Dan Scott** asks for help in giving a retired Air Force veteran a ride in a 1956 Golden Hawk. **Jim Morgan** replies.
- **Ed Capozzi** suggested that 1956 Golden Hawks were built on a separate production line.
- **Gary Willoughby** finishes off the restoration of the Ginny Hawk with new wheels and tires.
- **Doug Button** has a few of the printed *Authenticity Guides* available.
- **Indrojit Sircar** has been posting photos of the restoration being done on the only 1956 Golden Hawk in India

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- **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:**

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For the Type "J" Personality