



56J ONLY

THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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CHASING THE GREAT RACE

By Gary Willoughby

For about thirty years, the biggest and best road rally for amateurs in America has been staged by a covey of corporate sponsors—Hagerty Insurance, Hemmings, Coker Tire Co., Hollister Transport Co. being primary. It involves vintage autos and motorbikes, nothing newer than the 1974 model year.

The regular participants portray a wonderful, colorful landscape of domestic and foreign vehicles. Everything from a 1914 chain drive LaFrance to 60's Corvettes and Mustangs. Peugeots, Saabs, MGs, and two Studebakers. Early Fords were everywhere.



And it's not just for a weekend jaunt. This timed rally covers at least 1000 miles each year, spanning several states over eight days. All you need to enter is a valid drivers' license, a (capable) vintage car, bike or truck, a few thousand dollars of disposable income, and a couple of weeks to get to it, participate, and get home. Piece of cake. Oh, and the waiting list is only a year or two to get registered for one of the 125 starting positions.

This year, St. Augustine, Fla. was the start, with the route heading Northwest through Alabama, Missouri, Kansas, to the finish 8 days later in Colorado Springs, Co. The route is anything but direct; with few exceptions, back roads are prominent, with side trips to local attractions part of the experience. And it's all on a strict time schedule, with penalties for getting to checkpoints too soon or too late—by seconds. If you ace a segment..get it exactly on time..you're given a small white decal. And the veteran cars are covered in them.

The third layover, Monday evening, was at Graceland hotel, Memphis, Tennessee. Since it was an easy day trip from where I live, in Paris, TN, I determined to catch the show there, and use the "GinnyHawk" as my calling card, to get up close and personal with the crews. There are no restrictions to viewing and interacting (other than, don't be a putz), but a 56 Golden Hawk is an immediate conversation starter with any petrol head.

The forecast for the day (Tuesday, June 27) was hot and, possibly, hotter, but leaving out in 4:30 predawn, it was downright chilly. Twice, I considered putting on some heat, but instead decided to enjoy the cool air while it lasted. Roll up the right side window and get on, *ya wimp!*



I've been traveling down to Memphis since before I started driving, going with my parents to the zoo or with dad to pick up some shrubbery or machinery. But my favorite route was on 79/70 to Millington, where it turned into a huge 4 lane, then on to Poplar Avenue, south on Overton, to Union Street to downtown. Today, I was in a hurry to get on the southside to 51, better known as Elvis Presley Blvd. This meant getting on I-40 south of Brownsville, looping south of the metro on 240. Traffic was a bit thick, but nothing snarled up so I was at the 'Guest House at Graceland' by 7AM.

Now, don't get me wrong, I like Elvis as much as any aged, early rocker; Heck, I've played in some of the same joints he did. But idolizing is not in my vocabulary. My brother had met or seen him in the mid 60's and told us of his high-jinks. Not always a nice guy. But his legacy as the king of rockabilly is concrete, and I won't argue.

My point is, there is no bronze statue of Elvis at the hotel adjoining Graceland, and if you didn't know better, this was just a nice, expensive hotel on the south side of Memphis, no portraits, theme restaurants, just nice helpful, smiling staff. Yes, rest rooms just past the elevators on the right..”

Out in the parking lot, outside the cordoned-off paddock for the rallyists, security was evident but not intrusive. Big E would have loved all the classics in his front yard, but he'd long ago left the location. I got to pick my spot so as to get some shots of the cars leaving with the Hawk in frame. The rallyists were attending to the cars, talking shop, and several were interested in the Hawk and, as always, great fun, camaraderie; vintage cars all around, ready to motor off across the Mississippi, into the west...I was in blissful reverence.



My plan was to get pictures and video of the early starters, and follow them across the river to some place where I could photograph the rest of the field as they went by. The first car rolled out right at eight o'clock, and at one minute intervals the rest followed. I knew the first leg was not a precisely timed one, as the city traffic was just too neurotic. At around 8:45, I moved out, following a 66 Thunderbird whose owner I had been talking to.

First thing he did was stop for gas down the street. Since there were several cars about, I went on and followed them. I was hoping that the route would go up I-55 and cross the river on the old bridge, vintage style. It's a huge old structure, over a hundred years old, thru truss riveted steel towering above the big river, four lanes wide, carrying routes 70 and 79 into Arkansas and beyond, a perfect setting for vintage vehicles crossing the mighty Mississippi. Wouldn't that be grand? Well, that didn't happen.

On up through town on the expressway, cross the new Dolly Parton bridge, (I-40) and straight into Arkansas. It was quite a let-down. It happened the last time I was chasing the rally. The route from Missouri to Illinois and Kentucky crossed the Mississippi on the new I-57 bridge, instead of the old ones at Cairo. Missed opportunities, in my opinion. The morning progressed on boring, traffic-dodging interstate. More frustration, we stayed there for the next 40 miles.

I found out later that this was the speedometer calibration time, and most of it was done at 60 mph. 60 miles per hour on a major speedway full of people in a big hurry to get out west, and here's all these old cars chuggin' along? It was almost dangerous. You know how interstate traffic is...doing the limit is frowned upon. 10 over and you might not get run over; just stay out of the left lane. I was tailing a red Karmann Ghia and a bathtub porsche in Gulf racing blue and orange, kinda blocking for them, and it was just awful! The traffic behind me was solid congestion, with the left lane thundering by...no one got visibly upset; it was a pretty cool convoy, after all...but. just. so. SLOW!

I understand the importance of getting everything calibrated, but why do it on a premier east-west racetrack? The guys in charge were presuming a lot, in my opinion. All the way out to Crowley's Ridge and down into Forrest City we crept, finally, mercifully, exiting onto a regular highway.

Everyone was given enough time at this point to fuel up and take a break before the next segment began. I fueled up, too, prices being well below \$3.00 a gallon, then followed the pack on back roads and picked a shady spot on a long straight stretch to video the rest of the rallyists as they motored by.

Going to a museum is a great way to see vintage vehicles. Car shows can be even better, as you can get up close and personal. But watching them out on the road, in their element, doing what they were designed to do...it's the best! Second only, maybe, to being out there yourself, waving and honking at those you're passing by.



About 11:00, packed up and headed back east. There were several rallyists bringing up the rear, we all waved in passing. Great sport! I didn't get on I-40 back to Tennessee. Driving back into Forrest City, bucking several red lights that stopped me and everyone else for no apparent reason, I picked up highway 70, and scooted up Crowley's ridge back to the river.

This particular geologic landscape was formed during the last ice age, when the Mississippi river was a giant glacier, bulldozing down the countryside and, like a giant plow, leaving the west edge of the ice field a huge mound of dirt and rock 300 feet tall, a mile and a half wide. Such are the wonders of ancient hydraulics. Coming down off the ridge, the land flattens out into the Mississippi delta. It's just an iconic stretch of two lane that exemplifies the "out west" notion of getting past the hubbub of the east, and pointing due west.

The road was narrow and straight, spanning creeks and rivers with thru truss bridges and massive concrete guard rails that told you to pay attention or suffer ill. I looked over at the choked lanes of I-40; yes, it was moving pretty fast at the moment; then saw almost no one on my road, and felt peace. At this point, I will admit that it would have been

a good time to get on the big road and get through Memphis and just get on home. But, no, I wanted to get some of the old feeling back and do it the old way. No rallyists to follow, no time limits, so, why not?

Well, this is why. The old bridge was one lane with construction. Riverside was completely off limits with construction. most of west Memphis was off limits with construction. After about a half hour of trying to figure it out, I got on Danny Thomas Blvd, up to I-240, and got the hell out of town.

The trip home was mostly uneventful, but i did treat myself to lunch at Bozo's Bar-B-Que, a nice old diner in downtown Mason, Tennessee. It's history goes back to the 40's, with several pictures of the owners and customers on the walls. It's still on its original site, and still about the best pork barbeque you'll find anywhere.

It had been a great day, overall, early morning cruising to a meet with tons of iconic vehicles and good people, tripping out west of the Mississippi (a little ways), thinking about someday maybe getting out there again myself....Well, it's just a thought; We'll see.

Brake Fluid Testing

By Wayne Lee

Automotive brake fluid does a great job of activating the brake cylinders that, in-turn; pushes the brake shoes against the drum, so we can stop our Studebaker when we need to. However, brake fluid has a downside you need to be aware of, namely; it absorbs moisture from the environment.

The technical term for this is Hygroscopic. Hygroscopic is the phenomenon of attracting and holding water molecules via adsorption from the surrounding environment.

When this occurs, the moisture content can change the chemistry of the brake fluid, which can negatively affect how well your brakes work. Additionally, the extra moisture will cause the metal in your braking system to begin to corrode and rust.

This hit home recently as I've been helping a young fellow resurrect his 1957 Studebaker Transtar pickup. While jockeying the truck around the yard, one of the rear brakes locked up solid. No amount of rocking it with the engine would free it. This could have been disastrous if we'd been out and about town in it.

I found the brake master cylinder was full of brake fluid, but it was a dirty rusty brown color, certainly not what I expected to see. Tearing into the brakes, I found the wheel cylinder components were rusty and inhibiting the free movement of the components which is why the wheel had locked-up.



Seeing this I became concerned about the brakes in our other Studebakers. What I needed was a quick and easy way to check the moisture content of brake fluid. The answer was found in a small device that looks like an ink pen called a Brake Fluid Tester available at auto parts stores and online parts outlets as well, often for less than \$20.



Powered by a small battery, the tester has green, yellow and red LEDs, and two metal contacts at one end.

Operation is simple: install the battery, turn on the tester, dip the metal contacts into the fluid bowl of your brake master cylinder. The tester measures the moisture content and lights up the appropriate LED.

Before testing the Transtar, I tested an old bottle of DOT3 that's been on the shelf for several years. It lit up the yellow LED. I also tested a new bottle of DOT3 and it lit up the green LED. When I tested the Transtar, the tester lit up the red LED indicating too much moisture in the brake fluid - thus confirming why I was seeing the rust in the brake system.

We all spend a lot of time making our Studebakers look good. Why not spend a minute checking your brake fluid to ensure you and your family's safety?

Going Full Circle

By Bob Senn

In the early 60's, my dad purchased a gold/white '56 Golden Hawk. It was in excellent condition except, while it was for sale at Greenfield Motors in West Allis, WI, the

car was broken into, the dashboard was broken up, and the SW gages were stolen. Obviously, my dad got a good buy on it. He then purchased and installed a nice used

dashboard. A year or two later he purchased a brand new 352 Packard engine and we installed it.

At that time neither of us knew about the concept of matching numbers. For some reason he sold the car a year or two later. Unfortunately I have no record of the VIN number. During the time my dad owned it, I got to drive it occasionally and was very impressed. I think this was the second Studebaker that dad and I owned starting in 1960. The two features I liked most about the '56J were its 352 Packard engine and its Fiberglass fins.

In fact, I liked the fins so much that we purchased a new set from Greenfield Motors and installed them on my customized '54 Starliner in the early 60's. I still own that car. Recently I purchased another set of those fins to install on my '57 Silver Hawk. Dad and I owned/drove Hawks up through the mid-70's and then switched to other brands because we thought Studebaker parts would be difficult to obtain (obviously I didn't know that the SDC existed).

In the early 2000's I learned about the SDC and again became involved with Studebakers, still owning the two from my younger years ('54 Starliner and '57 Silver Hawk). Although I had liked the '56J I wasn't interested in it at the time because of the "myths" about the poor weight distribution due to the heavy Packard engine. Within the last 2 or 3 years I found some interesting articles about the "myths" and how the Packard engine wasn't really that much heavier than the 289 and supercharger.

That settled it - I wanted to own a '56J, which now had become my favorite Studebaker model by far. My search

lasted several years until this spring. My older son, Brian, and I took a road trip from SE Wisconsin to Columbia, South Carolina to look at one that had been advertised in *Turning Wheels*. The car was beautiful. The price was somewhat high for my budget, but was a fair price. Kim and Andy, the two gentlemen from whom I bought the car, were honest, fair, and actually a pleasure to deal with.

Andy even helped me arrange for its transport to my home. Throughout my search, my wife, Irene, was very supportive of my desire for the car. However, she insisted that, when I buy it, I sell my two driveable Studebakers (neither of which is one of the cars I owned from my youth). Actually, selling the cars will provide money toward payment for the '56J and will also free up much needed space in our pole building (my Studebaker building).

Incidentally, recently for about 4 years my car was part of the prestigious Charlie Thomas Collection which, if I am correct, only had 3 Studebakers. It is also quite rare because only 21 were painted the rosebud and white combination. I also learned very recently from the person who did the 5 year frame off restoration that the engine had a very complete and extensive rebuild. I am 79 years old and this is my life's story on how I've gone full circle on my interest in the '56 Golden Hawk.

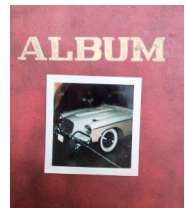
In the near future I will be submitting this story along with pictures to *Turning Wheels* so that someday I may be favored to have a picture published in *Turning Wheels*.

The Resurrection Of 6030610 Project (Part 5)

From Ed Capozzi

NOTE: Ed bought this 1956 Golden Hawk in 1968 and sold it in 1979. He repurchased it in 2021, from that buyer's son and is now working on this reclamation project. It sat outdoors for over 30 years in Massachusetts. Ed has agreed to provide a running account of his progress. Hopefully, his reports will inspire others to get busy on their own project.

06-01-23 Summer finally here!....Got the 56J frame out from under the body last weekend...and rebuilt the batwing crossmember this morning...Summer project will be to assemble the 'new' frame.



Not much I can do on the car during the winter months, but I hope to go as far as I can with a target of a nice 'rolling chassis' by the end of this summer...

By the way, I actually DROVE my Hawk into the garage (less brakes or throttle

linkage), I just turned up the idle and rode the clutch...I taped a simple 'on-off' ignition kill switch by the driver's side vent window! My driver's seat was a VERY comfortable milk crate!!!

06-25-23 Hi Frank...Try Not to Laugh at this One!!!

Several years ago I cut down a '54 'K' Stude chassis to make up a roll around testing stand for rebuilt Stude engines... Now, I needed a dolly to move my 56J body on, so I'm going to try to use this odd looking chassis as a platform. Notice the extensions I fastened to the rear of cut frame? That's the center section of the original rusted frame from my 56J, Turned Upside Down! (I cut my original 56J frame into three sections)



08-06-23 Here's some good filler (I believe) for 56J ONLY..A comparison of the Studebaker V8 right side engine frame mount vs. the Packard V8 right side engine frame mount...(Stude mount on the left)

These mounts fit to the Studebaker frame in the exact same location, and I think this photo highlights how much further forward Stude engineers mounted the (already somewhat longer and slightly heavier) Packard engine into the Stude Hawk frame. If the 56J models were slightly nose heavy, this certainly had to be the reason.



Mail Bonding



Letters From Our Readers. (Edited as required.)

Virginia Giammattei May 30, 2023

Thank you for the update. My husband David passed away in Feb. and I have moved. There is no need to continue sending me info. We had wonderful times with the Golden Hawk and the Packard Hawk. It was fun showing them and I have passed on all their pictures to my granddaughter who wanted them for her husband to be, who is an enthusiast.

Thank you. V. Giammattei

Note: David once owned the 56J, now owned by Paul Ravell. David's story was printed on page 3 in the April 1980 issue of Turning Wheels. A photo was on the cover. We had stories in 56J Only Issues 011, 020, 040 (Giammattei spelled wrong in that one), and 061.

Neal Miller May 31, 2023

I have purchased the 1956 Studebaker Golden Hawk Serial Number 6032757 which previously has been listed in your Register. I bought it from Samuel Hummel who purchased it either from his father or his late great uncle who registered the car with you in Iowa. Currently I have neither the title nor the car, both of which are in Cody, Wyoming.

The car I have purchased is listed in a "For Sale" ad in your registry, placed there by Wilma Hummel on 6/1/2021 following Mr. Hummel's death in Iowa.

I look forward to finishing the restoration the late Mr. Hummel started. The car certainly will be the complement to my 1956 Power Hawk and my 1962 Lark Daytona. Thank you for the time and effort you spend making the 1956 Golden Hawk Registry the excellent living history it is.

(6-16-23) The 56J made it to its new home here in Michigan last night and I couldn't be happier! It seems to be generally in good shape and came as advertised by Sam Hummel. I couldn't ask for more. I have only checked to see if it would turn over -- which it does -- gave it a bath and tucked it in for the night. Because of a commitment with the Lark Daytona today, I've not tried to get the Hawk running.

In looking the car over I found the distributor cap off the distributor, the tach unplugged and a couple of other electrical things at the engine. Sam had said he felt the distributor area was a problem (points, plugs, condenser, of course), but again, I want to talk to him and get into the nitty-gritty before trying to resolve anything. Film at 11...

(6-20-23) Talked with Sam this p.m. He says the only reason the car isn't running is the distributor, points, rotor and the tach device (which is repaired and with the car) and that maybe it needs a bit of carb cleaning/tuning. He says there is no transmission problem which makes me VERY happy considering the tortures of the damned I'm going through with the 56 Power Hawk. Easy fixes -- I hope...

(06-28-23) And it stops, starts, goes forward and goes backward. There are electrical issues, but in the main, things are going well. It goes to the garage for LOF, transmission oil change, rear end check, etc., tomorrow!! I've also found Brent Hagen and that's a good thing!!

Jason Hevesy June 10, 2023

Hello Frank, Thanks so much for the email. Goeff (Gogle) has spoken very highly of you and what you do to keep the 56J history alive and well.

Yes, you are correct in that my father (Joe) was the previous owner. He has 2 Studebaker's and simply wasn't using this one. So we shipped it to BC where I've just had it inspected, made some mechanical improvements so it would pass an inspection here (which it did) and put 5 new whitewalls on it, including the spare.

Any specifics you have on our 56J would be greatly appreciated as I'm just learning a lot about this vehicle and looking forward to getting it back on the road as it hasn't been driven much in years.



Yes indeed. I have 5 new Nexens Radials on there now with 2.5" WW and beauty ring. Looks great. World of difference. And thanks so much for all the other info. Greatly appreciated. Best, Jason

Merrill Nissen June 12, 2023

Frank, I hope this note will suffice to keep me on your mailing list, but let me know if there is a subscription fee. I still have my 56J but haven't gotten much done on it. Your mailing keeps me inspired! Hang in there! The 56J was the best looking vehicle ever produced - it deserves to be treasured.

Robert Senn June 24, 2023

I purchased '56J 6800580 in May, 2023 from Andrew Helfer or The Toy Box, Columbia SC who purchased it thru Mecum in 2021 in Texas. It was previously owned by the Charlie Thomas Collection and sold at the Mecum auction in Dallas in 2021. I am honored to own a car that was part of such a prestigious collection. I am seeking information regarding when the frame off restoration was done and by whom.

(6-26-23) Thank you very much for your email containing information regarding my recently purchased '56J, I'd # 6800580. Thru your register of previous owners I was able to locate the person who

did the 5 year frame off restoration who provided me with the much appreciated engine rebuild details.

Thank you for the pdf files of important information about the car. Sometime in the near future I will send you a brief story on how I have gone full circle from the early 60's to present relative to the '56J. Owning this beautiful car is a dream come true. I am intending to own the car for the rest of my life. It is by far my very favorite Studebaker year/model. Thank you again. I will be referring to your newsletter frequently for valuable information and of course enjoyment.

I will be submitting a story about how I have gone full circle regarding the 1956 Golden Hawk. (See page 3)

Here We Grow Again

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

Gains

- 724 Jason Hevesy SN 6800399
Lake Country BC Prev Owner Joe Hevesy
- 725 Neal Miller SN 6032757
Grand Ledge MI Prev Owner Joe Hummel
Last Registered by Wilma Hummel 2021
- 726 Robert Senn SN 6800580
Franksville WI Prev Owner Andrew Helfer
- 727 James Olmstead SN 6800282
Aptos, CA Prev Owner Pete Olmstead

(If Present):

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

Loses

- 326 Joe Hevesy - transferred car to son Jason
- 427 Wilma Hummel - Purchased by Neal Miller
- 119 Pete Olmstead - Passed away June 2022
- 638 Damian Macaluso - Passed away August 2023
- * Have not been heard from in at least four years.

The "J" Account

**1956 Golden Hawks
Registered/Reported/Scrapped**

217	Registered Owners
272	Cars Registered (includes parts cars)
375	*Cars Reported But Not Registered by Owner
647	Total Cars Registered plus Reported
52	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

Administrative "Assistance"

Special notes and recurring items.

✓ **EMAIL CLUTTER:** I easily get 100s of messages, most of which are useless and interfere with the more important items. Please do not send forwarded mail to me. I just can't read it all. This includes anything not 56J related, especially **jokes, E-cards, political and religious** messages. Believe me, if you send it, I'll also get it from 10 others. Far too much aggravation for me!!!

✓ **Studebaker Drivers Club (SDC):** Although we are not officially connected with SDC, they have always been in our corner. I am a life member and would urge every 56J owner to join. It is a great organization and at least two of its Presidents have owned a 56J at one time or another.

✓ **Phone Calls,** We don't answer the phone anymore due to the number of scams and crank calls. I prefer email, but if you *must* call, **leave a message.**

✓ **56J ONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on *56J ONLY Message Forum* on our home page, www.1956GoldenHawk.com.

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

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

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

1956 Studebaker Golden Hawk Authenticity Guide (Posted on our web site). Need a printed copy? A batch of the new *Authenticity Guide* in full color was created in 2021 by Doug Button. Contact Doug Button, Phone: 844-788-3344



Email : accounts@timemachines.net



\$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

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.



\$20.00

(Video is Included on the Flash Drive shown above)

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

Printed copies are No Longer Available due to high printing cost

However, the Catalog is available as a .pdf download from our web site..



Decals-Tags-

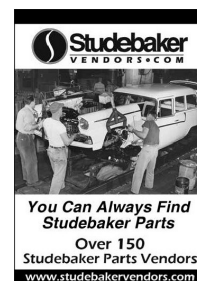
Oil Filler Cap, Dark blue/buff \$ 3.00

Oil Bath, yellow/black \$ 4.00

Generator Field Terminal Tag, red \$ 1.50

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

Make Checks Payable to: Frank Ambrogio.



In this Issue

- **Gary Willoughby** contributes a story about the Great Race for 2023.
- **Wayne Lee** provides an evaluation on a product used to test the condition of a car's brake fluid.
- **Bob Senn** delivers an interesting story of how he went full circle with a 1956 Golden Hawk.
- **Ed Capozzi** continues the restoration of Serial # 6030610 and provides some updates.

• NOTES:

- **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice either by mail with this issue, or by email if I have an address for you. You must respond or you will be dropped from the mailing list.
- **Do not forward email** (jokes, politics, environment, religion, etc.), to me that is unrelated to our purpose. I just can't keep up!!! All you accomplish is to provide my email address to others, including spammers who send more junk!
- **56JONLY Message Forum** Started by Doug Button, for owners and fans to exchange information. Click on [56JONLY Message Forum](http://www.1956GoldenHawk.com) on our home page at www.1956GoldenHawk.com.

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For the Type "J" Personality