



56J ONLY



THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Number 084

Established January 1, 1989

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Dual Carburetor Air Cleaners

From Bill Hunt

Bill Hunt purchased this 1956 Golden Hawk, Serial # 6031142 in November 1999. The car was located in NE and it spent it earlier life as a race car. The unique thing about this car was the dual air cleaners. They look similar to the single oil bath used on the 1956 Golden Hawk, but instead of one oil bath, it consisted of two air cleaners. Here is what Bill had to say:



“The part that attaches to the carburetor appears to be the same as the standard oil bath, but once the narrow area is reached, the material is aluminum and is only about 3-4 inches in diameter.”



“The air cleaner at the bottom appear to be a standard type. There is no support bracket from the engine to the bottom of the air cleaner.”

"Those are dry type round air cleaners an outer ends where they make a 90 degree bend are all cast aluminum probably a total weight of 3 lbs or less.

You can only put the correct one on each carb. Each is made custom enough to only fit one carb.

As far as I know these came out of Morton Motor in Omaha and are the only set anyone has seen."



Rear Seal Revisited

By Joe Hall

Note: Several people have asked about the rear seal on the Packard V8. Joe Hall addressed this in Issue 052, October 2005.

Re: front and rear seals, both are likely still rope type. As to whether to replace, there are several dependent variables: If the current seals have low mileage, say 20,000 or less, and are OEM or OEM type (NOS, not repro), and no evidence of leakage, I'd leave them alone. Put another way, calendar age, alone, is not a reason to change rope seals; mileage and/or leakage is. Bear in mind, this is 1950s' vintage machinery, more akin to a farm implement than a modern car; its gonna drip a bit, here and there.

If the front needs changing, I'd find an NOS type. They can still be snagged off ebay, at \$35-\$45. Stay away from repro, at all cost. I have heard of others installing a modern seal in the front, but have no first hand experience. To me, the front is easy to install, relative to the rear. Further, properly installed, the rope seal will easily last 100,000 miles.

If the rear needs changing, at a minimum, you must remove the transmission, disconnect all eight rods, loosen the main caps, and drop the crank down about 1/8" to snake the top half of the new seal around, inside the block, and it is very difficult. Matter of fact, it is difficult to install a rope seal correctly, even with the engine out and upside down on an engine stand. As with the front, avoid the repros at all cost, and only use NOS.

Alternatively for the rear, you can use a modern neoprene seal, and remove only the rear main cap. As Frank said, the details are in News Bulletin Issue #52. I prefer the modern seal. Having installed 3-4 of them now in the past 10 years, I have yet to have one to leak. I recently rebuilt a 352, and put it back on the road. The 352 now has 3700 miles on the seal, and remains oil tight. I have become confident in this seal as a substitute for the rope, if not disassembling the

motor, or if disassembling but unable to find an NOS rope seal. (I have not seen one in years.)

A precaution for the new seal is if using the Oldsmobile oil pump upgrade: The Olds pump is available in two versions, standard and high output (HO). Use only the standard. I tried the HO several times, and the seal would not last 15 minutes before leaking like a sieve. The standard delivers much more volume and PSI than the OEM 56J pump ever did, but is manageable; the HO is just too much of a good thing.

Another precaution with the Olds pump is the the rockers. With the OEM pump, oil drips slowly from the rockers. When I installed the Olds standard pump in the motor with around 90,000 miles on it, there was plenty of bearing clearance, so plenty of places for the extra oil volume to go; still, lots of extra oil dripped/poured from the rockers. But the oil flowed as it was designed to. However, with a newly rebuilt motor, and tighter bearings, the oil literally sprayed from the rockers, onto the valve stems. The result, was fouled spark plugs, and less than 500 miles per quart! So, if installing the Olds pump, use the standard version, and either install Jack Vines' "positive seal" valve stem seals, and/or the OEM baffles. The baffles were a later mod on the Packard V8, and not all 56Js have them.

I have read of several of the Packard V8 kids have installed the HO pumps, with good results. I agree the Olds pump is an excellent upgrade, and highly recommend the standard version. However, based on the above experiences, I do not recommend the HO pump.

A Rant about Vintage Road Tests and Those Who Rely on Them

By Curtis French

Ever read a coffee table book, or a modern magazine or internet article about some vintage car or other saying that such and such a car would run XX.XX in the quarter mile at XX mph? And the claim is made authoritatively as if the author had actual knowledge other than maybe having read (or read about) a single road test from somewhere in the long ago mists of time? As if the old road tests were completely consistent with one another? As if all the old road testers actually ran the cars on a quarter mile track with professional timers? As if they all know how to drive?

Humbug! I actually own a large collection of vintage car magazines, including every Hot Rod Magazine and most Motor Trends from the fifties and sixties, plus many Car Life, Popular Hot Rodding, Car Craft, Cars, Speed Age, Car & Driver, Road & Track, etc., etc., etc. I have a road test of just about every American car made during that time, and multiple tests of most of them, and I can tell you that the quarter mile times reported in the old road tests were all over the map.

Some, like Motor Trend, timed their test cars with a fifth wheel (a bicycle tire looking contraption hanging off the back of the car), a passenger and several hundred pounds of test equipment. They did this all through the fifties and deep into the sixties. So, for starters, the weight of the passenger and the test equipment would have added half a second to their quarter mile times, even if we assume everything else was kosher. Other magazines simply used a stop watch and a straight length of highway.

Magazines may or may not have power-braked an automatic trans car, or dumped the clutch on a manual trans car. They may or may not have wound the motor to its redline.

Some even gave times for ordinary (i.e., non-abusive) acceleration and separate times for when they were really trying to get the best quarter mile time. And some quarter mile times I truly believe were just made up.

The result were road test results that were way too inconsistent to allow drawing much of a conclusion from a single road test.

A few examples are in order (mostly not Studebakers, but I will get to Studebakers; be patient).

1956 Corvettes: Road and Track magazine tested a 1954 Corvette. It ran an 18.0 quarter mile. That was with the only available Corvette motor at the time - a 235-inch six that was mildly modified from its passenger car tuned with a hotter cam, dual exhaust and three one-barrel carbs which bumped the power all

the way up to - get this - 150. That six cylinder motor was hooked up to the 54 Corvette's only available transmission - a 2-speed Powerglide.

Fast forward two years. By now the Corvette had a V-8. With two four barrel carbs and 225 horsepower. Motor Trend tested one. You could now get a Corvette with a manual transmission (although a 4-speed was still a year away), but M/T tested one with Powerglide. With 75 more horsepower than the 54, the same transmission, and basically the same weight, one would think the 56 would be quite a bit faster. Motor Trend's 56 Corvette, however, only ran a 17.9 second quarter mile. According to them, 75 more horsepower was only worth a tenth of a second in the quarter mile.

But - if you dig out the July 1956 issue of Road & Track magazine, you find that their Powerglide equipped 56 Corvette ran 16.5 in the quarter. Now if you know anything at all about quarter mile times, you recognize that there is a HUGE difference between 16.5 and 17.9.

FYI, the stick-shift version's best elapsed time in Road & Track's testing was 15.7. This was a time when manual transmissioned cars were always faster than automatics (A.K.A. slushboxes).

Lest you think that this is the only instance of questionable Motor Trend road test times, I would point to a couple of Chrysler tests. According to M/T (May 1955), a 1955 Chrysler New Yorker with a 250 horse 331 Hemi and a 2-speed Powerflite automatic transmission would run the quarter in 18 flat (as fast as a 54 Corvette, BTW). Fast forward three years to Motor Trend's February 1958 issue, when they tested a 1958 Chrysler 300D - a special high performance model with a 380 horse 392 Hemi and a 3-speed Torqueflite trans. Let's see - 130 more horsepower than the 55 New Yorker plus an extra transmission gear. Should be a lot faster, right? Not according to Motor Trend. Their 300D only ran 17.9 in the quarter. So 130 more horsepower and an additional gear in the trans, and the 300D only runs a tenth quicker in the quarter? Makes no sense, does it?

Once again, if you dig around a bit, you find that the 58 Chrysler 300D tested by Road & Track (April 1958) ran 16 flat. You will also find that, in a "Cars" magazine road test (May 1970), a used, but well maintained 1958 Chrysler 300D (which they ran at a real drag strip with real clocks) ran 16.10 at 87 mph.

Again, a HUGE difference between 17.9 and 16 flat. That's a roughly fifteen-car-length difference at the end of the quarter, with two cars that are supposed to be the same. But, again and again, for some reason (pure laziness on the part of contemporary automobile writers?) the Motor Trend's ridiculous time is what gets quoted most often today.

There are many more examples. I won't bore you with them all. But one last story. In 1954, my Dad owned a 1952 DeSoto. 276 Hemi V-8 with 160 horsepower. My uncle bought a new Pontiac with a 127 horsepower flathead straight 8. Motor Trend, amazingly, had the Pontiac being faster than the DeSoto. (Remember, this was a year before Pontiac got its own V-8, which very quickly developed a serious, and well deserved, reputation for making power.) So my uncle thought he could beat my Dad's Hemi DeSoto with his flathead Pontiac. One way to find out - they ran them. It wasn't even close. Dad's DeSoto would run and hide from that Pontiac.

Finally, to Studebakers. Hot Rod Magazine tested two Golden Hawks - a 56 (April 1956) and a 57 (March 1957) - both with automatic transmissions. The 57, of course, had a 3-speed automatic, while the 56 was saddled with the 2-speed Packard Ultramatic. In HRM's testing, the 57 was faster. Color me skeptical. Their 56 test car only ran 17.5. That wouldn't have been especially fast, even in 1956.

According to my G-tech accelerometer, my 56 Plymouth with a 200 horsepower V-8 and Powerflite 2 speed automatic will run a 17.8 quarter mile, which, with 75 fewer horsepower and approximately the same weight, is barely slower than Hot Rod's test Golden Hawk. But I know for sure that my own 3-speed overdrive equipped 56 Golden Hawk is not simply faster than my 56 Plymouth; it will just run and hide from it: my G-tech says my Golden Hawk can run the quarter mile in the very low 16s even with a worn out motor and - at the time I tested it - an undersized, restrictive exhaust system. Trap speed for the Golden Hawk was just under 90, while the 56 Plymouth didn't quite reach 80. Now I realize that a 56 Golden Hawk with a 2-speed automatic would be slower than my overdrive-equipped 56J. But I have a hard time believing it would be a full second and a half slower. Regardless, there are many in the SDC who believe, based on a single road test of each model, that a 57 Golden Hawk is quicker than a 56. Worse, they have somehow come to the conclusion that the Packard V-8 is a "boat anchor." I prefer to rely on my father's recollection of personally witnessing 56 Golden Hawks at the drag strip outrunning any stock car they came up against in 56, and his recollection that 57 Golden Hawks simply did not impress the way that 56's did. Plus the opinion of Jack Vines, who has as much experience with 56 Golden Hawks and Packard V-8's as anyone. According to him, a manual-overdrive-equipped 56 is faster than any 57.

Now I understand that today, when most any naturally-aspirated 4-cylinder crackerbox can run 15-16 second quarter mile times, when a turbo 4-cylinder Mustang will run a 14 flat quarter, and when 5-6-700 horsepower cars are available from a variety of car manufacturers, this is all rather moot. By today's standards, all cars from the fifties, and most from the sixties, are pretty slow. But they weren't as slow as

some of them are made out to be today - and the 56 Golden Hawk, especially, is one whose true performance has been underappreciated. With a manual transmission, it was the very fastest accelerating American sedan that year, and its performance was close to the several-hundred-pounds-lighter manual-trans Corvette. Even if some of the later "R" versions were quicker in an absolute sense, they weren't as quick for their time as the 56 Golden Hawks.

Road tests are fun, and they can be informative. But don't let someone cherry-pick the results, and just remember that none of them are gospel.

Follow-Up of previous articles

Pack Man - Phil Brandt

This is a followup on three repair/installation articles I have previously submitted to the 56J newsletter and that you did publish. Since none of those tech articles were covered in the Studebaker Service Manual I thought that fellow 56J'ers would appreciate a followup on whether these projects are worth their time and effort.

The first article was in newsletter #058 - October 2007. That article detailed the installation of a Turner master cylinder kit on my 56 GH with a 3 speed OD setup. The alternative clutch spring that I installed has been working just as well as the original spring and I have had no problems with it or the mastercylinder.

The second article was in newsletter #064 - October 2009. That article covered the replacement of a rear seal in the T-85 OD transmission with a modern readily available seal. After 6 years (but not more than 3000 or 4000 miles) there is no sign of leakage from the seal.

The third article was in newsletter #065 - Feb 2010. That article covered a rebuilding and tightening up of my original 56J starter. I am happy to report that the starter still works as good as new and I haven't had a hint of a problem with it after 6 years.

Thanks for your work in publishing the newsletter. Unfortunately I don't have any further projects to report on.

Mail Bonding

If you need help or can offer advice, share it with other owners. (Edited as required.)



Larry Weidner January 23, 2016

I am from Menomonie Wi. I have owned a 1956 GH on and off since 1963. I have a 56 GH now that I have owned for almost 27 yrs. It has been parked in my tuck-under garage for the last 15 or so years waiting for time to repair a valve clattering issue. I hope to do

this repair work this spring when I can get it moved to my garage where the tools are. The engine is dead stock with 106,000 miles on it. Still runs good and when I was driving it, it burned very little oil. I want to pull the pan and replace the oil pump with whatever is the recommended solution to this valve clattering issue. What would you recommend?

I've been a member of 56J only...it seems like from the beginning, but have been mostly lurking. Hope to get this thing running this summer and start using it again.

Tim Tuttle February 13, 2016

Good morning Frank, just sent a few pictures, hope you got them. Let me know. Main thing is I noticed there was no picture on the 56 site for a Rosebud and



snowcap car. Happy to see you use it on the site if you desire. Not home right now, hopefully these pictures come out well enough to use. All other pictures are in my computer.

Mark James February 15, 2016

This past week-end I was in Philadelphia attending the AACA Annual Meeting. Saturday night was the banquet where they announced the winners of the National Awards. During 2015 over 3,000 cars were judged at 8 car shows around the country and about 285 were nominated for a National Award. Of those, only 67 cars received a National Award. Believe it or not TWO 56J's received an award. One, Tom Aylward's, for the Best Post War Car Award and one (mine) for the Best Discontinued Automobile Award. A great night for the 56J!

Also, my 56J won Best in Class at the Boca Raton Concours Sunday Feb 20. Leo Schigiel introduced himself and we had a nice chat about him and Bill Warner driving his (Leo's) 56J in the Mille Miglia.

I had my 56J ("Victor") at the Pinehurst Concours d'Elegance in North Carolina this past week-end.

There was actually a Studebaker Class with 7 cars in it. Joe Parsons was there with his '58 Golden Hawk.

Victor won Best in Class. I believe they'll have pictures up on their web-site soon.

Jim Knox March 19, 2016

Just to give you an update on my Golden Hawk, I am hopefully near finished with the mechanics of the car. The last item the mechanic has to look at is the transmission. For some reason when I shift the car and put it into reverse, the car doesn't shift into reverse. It actually goes forward instead. This can be dangerous at times. My mechanic thinks it may be the linkage. We will see.

Anyway, when the mechanic is finished I am having a couple of local fellas repaint the car. I am also having all the chrome refinished. I will also have Rene` at Studebaker Southeast do the interior of the car. After that I should be done. I figured it would take a year to get the car entirely done, but it will probably take a little more than that. I am ok with that, as long as she looks and drives great at the end of the day.

I love the car. It is a real beauty. I am so happy I purchased the car. I hope my wife feels the same when it is finished!

Richard Atkinson March 15, 2016

Unbeknown to me at the time when I made a small submission to Lancaster Insurance about my '56J, I later found out that over 70 people had written a small profile about their car's and why they might be considered to join Lancaster on their 'Pride of Ownership' space at the NEC Practical Classic Restoration Car Show.

The NEC Practical Classic Restoration Car Show is a show that takes place at the National Exhibition Centre in Birmingham. At this year's event, over 700 cars were on show as well as over 120 classic motoring clubs being represented. A special area was given over to 'barn finds' as well as an auction over the 2 day period.

Maryna and I left home a little bit later than planned on Friday morning, but we drove at pace to arrive at the NEC shortly after mid day. Our paperwork suggested we should arrive by 12 (noon), though we later found out several owners arrived sometime during the evening hours. So next time... well, if there is a next time! I should add that many on the roads that morning were surprised a glorious American car (mostly only pointing and taking photos) swiftly passing them between 70 75 mph on the highways.

After we arrived at the designated entrance we were guided to the pride of ownership space by Lancaster's PR lady, Andrea. As with many already in site, we settled in for a quick bite to eat before washing the car down followed by a vigorous hour and half waxing

session to ensure the car was presented its gleaming best the following day, Saturday.



In fairness, Maryna and I had decided we wouldn't spend the whole weekend sitting beside the car, so while we had intervals being with the car, we did spend a fair chunk of time walking the floor at the show. By contrast, Sunday, we pulled out the camping chairs and took root at the rear of the car.

On both days when in attendance with the car, I wound down all the windows so that the public could peer into the car, take photos and simply marvel at the interior. I suppose the one abiding memory from the event was so many people coming up to me with beaming smiles, each repeating the previous "I used to have a toy (Dinky or Corgi) car when I was a child, but I've never seen a real car!"



This statement was usually followed by a lengthy discussion. On Saturday when Maryna and I returned to our on site hotel, she had a concern that I was being laid low with sudden on set cold. I laughed as I knew my sore throat was down to prolonged talking with folk, who beamed, marveled, and wanted to discuss the car.

I even met a guy who moved to NYC to work at an Advertising Agency in 1970. When he arrived, he needed to buy a car quickly. He was put in touch with the local reverend, buying a 1960 Hawk. Six years later, he opted to sell the car as he'd been given a Lincoln Town Car, though regretted selling the Hawk all the while. His first trip of any distinction in the Lincoln was a long weekend up in the Catskills. I've never met anyone outside of the local, Upstate New York area to be familiar of the Catskills, so we had a short moment reminiscing as this is where I grew up attending junior and senior high school.

Lancaster Insurance were using the pride of ownership space as a means of generating leads with the public supporting and voting for their most favoured car. Sadly, our lovely Golden Hawk didn't get in the Top 3 voting shortlist. Maryna's theory being that had Studebaker been a British manufacturer, we would have walked off with the most votes.

I'd like to believe her views were biased, though her observations were based on me having to talk with so many interested people as compared to our neighbors who sat behind their Saab, not really moving from their seats or speak much with the general public. Oh well I explained to Maryna, it's pretty similar to shows taking place in the USA, where Studebaker plays second fiddle to Ford, Chevy and MoPar.



I enjoyed the experience of participating at a national event, a personal first for me. Sharing the story of why a '56 Studebaker Golden Hawk and of course the stories of the previous two Golden Hawks that had started me on the quest of restoring my car was also enjoyable, if at times a bit repetitive. People were interested and that was the bit that 'made it' for me.

Lasting impressions were of hard work, long hours, an engaged public of all ages with many photos of the car that have now hopefully been shared with friends and family. The biggest memory, however, was of broad smiles as so many people were pleased to see a car they'd never seen before.

Here We Grow Again

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

- | | |
|-----------------------------------|--------------------------------------|
| 643 Jim Humphreys
Tucson AZ | Ser 6800296
Prev Owner ? Shuman |
| 644 Paul Delaney
Alexandria VA | Ser 6032173
Prev Owner Kent Fedor |

* = New SN (Not previously registered or reported)

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

How Many Are Left?

1956 Golden Hawks Registered/Reported/Scrapped

237	Registered Owners
298	Cars Registered By Owners
324	*Cars Reported But Not Registered by Owner
622	Total Cars Registered plus Reported
41	Additional Cars Reported as Scrapped
* Includes cars previously registered but dropped afterwards, due to 4 year non-response by the owner.	

Administrative "Assistance"

NOTE: 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!!!

✓ **56J ONLY Message Forum** Started by owner Scott Reid in July, 2002 for owners and fans to exchange information. Click on *56J ONLY Message Forum* on our home page. **NOTICE:** *If you want to contact me to include something in the newsletter, you must send it to me directly. You can do so through the 56SGHOR web site. NEVER write me at the Yahoo address.* Scan the QR Code with your mobile device.



✓ **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*, let me know and send me your Email address. I will send you a notice when the latest version is posted on the web site. You can read it, download it, and/or print it at your leisure. If you are not able to view it on the web site, let me know and I'll send it as an attachment. Anyone with an Email address on file with me, will automatically receive the newsletter electronically. Let me know if you prefer to receive it by mail. The mangling, ripping, and stains are free.

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)

Also check out our sister site at:

www.StudebakerVendors.com With links to over 150 vendors doing business on-line. If you don't know how to access the Internet send a long (SASE) or ask one of 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

Complete Package Flash Drive.

1956 GH Restorers Guide Video plus 1956 GH Parts Catalog, 1956 GH Authenticity Guide, 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, 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 but 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. (Included on the Flash Drive)



\$20.00

\$20.00

1956 Studebaker Golden Hawk Parts Catalog.

320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins (add \$25.00 foreign S/H).



\$60.00

1956 Studebaker Golden Hawk Authenticity Guide.

Documents most of the quirks with 30 color photos and all decals shown. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$16.00 foreign S/H)



\$30.00

Decals-Tags-

Oil Filler Cap, blue/buff	\$ 3.00
Oil Bath, yellow/black	\$ 4.00
Seat Belt, red/black/white (need 2) ea.	\$ 3.00
Generator Field Terminal Tag, red	\$ 1.50
Tachometer Sending Unit Tag, red	\$ 3.00

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Owners Roster send Email or SASE (Registered owners only)



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In this Issue

- Bill Hunt provides some information on the unique dual carburetor air cleaners on his 1956 Golden Hawk.
 - **Joe Hall** provides an update on the often asked question regarding the rear main seal.
 - **Curtis French** weighs in (rants) on old time road tests from magazines of the 1950s and 1960s.
 - **Phil Brandt** gives an update regarding three previous articles he submitted.
 - **Larry Weidner** provides an update on his 1956 Golden Hawk.
 - **Tim Tuttle** provides a photo of his 1956 Golden Hawk painted the rare P5664 Rosebud/Snowcap White.
 - **Mark James'** car wins a special award at an AACA announced during the annual meeting and banquet. The car also won another award in North Carolina.
 - **Jim Knox** updates us on his 1956 Golden Hawk restoration project.
 - **Richard Atkinson** tells of his experience gaining a 'Pride of Ownership' space at the NEC Practical Classic Restoration Car Show.
 - **Renewal time** If we haven't corresponded in the last four years, you will receive a renewal notice with this issue. 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!
 - **Mobile device users** can scan the QR-Code shown on the bottom of the **56J Only Club Items** section to go directly to our web site.
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For the Type "J" Personality