



56J ONLY

THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

Web Site: www.1956GoldenHawk.com

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Fan And Power Steering Belts *The Quest For Originality (or a new can of worms)*

After thirty years, I keep thinking we have covered every aspect of the 56J. Yet, something new seems to turn up quite often. Just when I thought there was nothing left to write about, I got this message from owner Tom Aylward.

"At at the Grand National AACA meet last summer, a judge told me that I should have a Studebaker fan belt and power steering belt on my 1956 Golden Hawk. I have Gates belts. I don't know what he meant. Are the belts supposed to have "Studebaker" stamped on them? Were the original belts Dayco belts and is that what is supposed to be stamped on them? Do you know anyone who might have what he says are the right belts?"

I never thought about belts before. For my cars, I simply took the belts to my local auto parts store, and purchased the Gates or Dayco brand that matched. My first thought was that this judge was mistaken

I wrote to Andy Beckman of the *Studebaker National Museum*, to see if he could offer any information. He wrote, *"Yes, factory belts had the Studebaker part number on them and I believe we're branded as such."*

Well, now I began to have my doubts. I had told Tom that I felt the AACA judge was in the wrong, but Andy's message told me otherwise.

I checked the Gates Rubber Company web site and found current listings for both belts. Checking further, I found they were also used on other 1956 Studebaker models, as well as several other brands from 1956, including some earlier years, and many for later years. Surely, I reasoned, if these belts were used on other brands from that era, they wouldn't have *Studebaker* printed on them. *Daytona Rubber Company* would have had to make special belts for each manufacturer.

Before former 56J owner Jim Bella he sold his car, he tried to create the most factory correct 56J possible. He wrote, *"EVERYTHING on my old 56J was correct when it left me! Gas cap, radiator cap, new correct generator, all correct hose clamps, wiring, and routing ...you name it. My intent was to make it as a 56J "Reference Standard" with everything being traceable/trackable back to Studebaker Engineering documentation. Jim has*

always provided detailed and accurate information, and he came through once again.

Jim wrote, *"Most definitely were marked!! The fan belt has the Packard p/n "molded on" the outer cover. The P/Steering belt has the Studebaker p/n "ink-stamped" on the outer cover. Refer to my photos below:"*



Fan Belt 440448

V-belt manufacturers using a molded outer wrap would simply mold the information right on the belt,



P/S Belt 1540139

Manufacturers using a "cloth-wrap" construction method typically "ink-stamped" required information to the belt.



Brent Hagen Photo

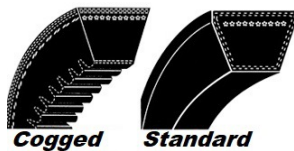
The fan belt part # 440488 was also used on the 1955-56 Packard models. However, the power steering belt used on 1955 and 1956 Packard models was part # 455613. I suspect the difference might be that 1540139 has the word *Studebaker* imprinted on it, while 455613 probably has the *Packard* name and the part number imprinted.

I asked Packard enthusiast George Hamlin if he had any idea. Here is what George supplied: *"All the V8 Packard power-steering belts in use and hanging on the racks around here are 'way past the era where they would have had PACKARD on them; in fact I don't recall ever seeing any belts with PACKARD on them. All the beltage around here is auto-parts-store stuff. I have a couple of phone numbers I can use after lunch to see if anyone else remembers such a thing."*

Is it possible to still find these belts? Once again Jim had more information. *"I probably put in 10+ years of searching before finding both belts. I'm not aware of any vendor(s) with repo's or NOS except Max Merritt. They had 1 NOS Packard fan belt left about 10 years ago, but said "not for sale!!!" I found 3 of the P/S belts in bins at Studebaker International-SB warehouse, mixed in with similar size belts. I bought all 3, used 1 and sold the other 2 to 56J Owners."*

I wrote to Gates Rubber Company, hoping against hope that they might have an old belt, but that ended with the following answer:

"The biggest issue is all our current automotive belts are notched whereas they were a solid V years ago. I would suggest taking a look at Hemmings motor news."



CHRIS, Product Application, Automotive Aftermarket."

Daytona Rubber Company, now known as Dayco, could offer no additional help or information.

A friend suggested checking farm and tractor supply stores as they still use standard V-belts on many machines. With the right belt, I could just get a rubber stamp made, and ink stamp the information on the belt.

An Internet search led me to a company named Zoro which offers a wide variety of V-belts for many different applications. I asked if their belts would be suitable for automobile applications, and supplied the Gates and Dayco part numbers for the power steering belt. A lady

name Corinne checked with her tech departments and they suggested their belt # G0283911.

This is a standard V-belt, without the cogs. However, the tech support person added the following, *"This will be a bit of trial and error as that has a .375 width and the original belt width is .44."* Since I no longer own a 56J, I wasn't able to give this belt a try.

None of the vendors I checked with had the original belts, or even a replacement with the standard V-belt design. Besides the three belts Jim found, the only original belts left may still be on derelict cars that haven't seen the road for the past half century.

I checked with long time Packard vendor Max Merritt regarding the fan belt and the Packard P/S belt. Fred Bruner replied with a photo of the fan belt, but did not have one for the Packard 455613 P/S belt.



I have added this information to the *1956 Golden Hawk Authenticity Guide*. The new updated *Guide* is now in full color and includes several new topics, that were not covered in the original black and white *Guide* created in 1996. It is available for free viewing and/or download on our web site.

The Four Year Rule *A Free Register Still Requires Maintenance*

Whenever I correspond with a registered 56J owner, I update my file to show what year that took place. I also do this if I read something about an owner that indicates he/she still owns the car. Each January, I check my files and select records for owners who have not been heard from during the previous four years. Hence - *The Four Year Rule*.

If the owners have Email addresses, I send a message asking the status of their car such as: *"Do they still own it? Are they receiving the newsletter? Have they added any 56Js to their stable? If they sold their car, do they still want to receive the Email newsletter? If they don't have an email address, I send a renewal form with the February issue and ask the same questions, except the last one."*

If I don't get a response, I can only assume they no longer own a 56J, or are not interested in remaining on our active register. Last January, I sent thirty-seven renewal requests, twenty-eight queries by Email, and nine renewal forms by mail, to owners who haven't been heard from since 2014.

Typically, I receive a response from about 1/2 of the Email requests, most arrive in the next 2-3 days. A few of the remaining ones trickle in over the next few weeks, and the rest never bother to answer. I generally send a second and third request to the non-responders, and rarely do I get an answer. In all, I received 18 replies.

The response to requests sent by mail of course, take much longer, but typically only about 1/3 ever do so. In this case, I don't send a second notice. In the past, I've occasionally received a response several months or even years later. This time, I received 3 responses.

I never delete any records. I simply code them to show they are no longer on our active list. If I get a response later, it is a simple matter to activate the owners.

I'm not as concerned about the Email group, because it doesn't cost anything to send the newsletter to them. Still, I want to keep my files accurate, so I appreciate it when they respond.

The mail group is another story altogether. Printing and postage for an eight page newsletter costs about \$1.75 for each of the roughly 60 recipients. I'll let you do the math, but this is the largest expense by far, to keep the Register afloat. Web site costs are minimal by comparison, as are ads in magazines such as *Turning Wheels*.

I don't see the point of sending newsletters by mail if I don't even know if they are getting to the proper person. Consequently, we lose several registered owners each year and no less importantly, lose track of their cars.

If you received an email notice last January and haven't responded, this will probably be the last newsletter you will receive. *On the other hand, if you didn't respond to the request by mail, you won't be reading this at all.*

Here are some of the responses:

Steve Rone - *Yes, I still own it!*

Bob Modell - *Hi Frank, I still have my Hawk, and I still read the newsletters. Thanks for keeping this going.*

Wade Eagleton - *Yes, I do. Thanks!*

Don Borger - *Yes Frank I still have my 56J but have been having trouble getting the newsletter to come up I have not been able to read the last ones. Thank you,*

Cornelis W.J.Smit - *Hi Frank. I still own my Golden Hawk. It is sitting next to a Studebaker Avanti 1963 In R3 trim and a Packard Clipper coupé. Regards,*

Terry Welch - *Hi Frank , Yeah I still have the car and thinking about trying to start the restoration on it this year if all goes well. I'm going to be looking for a hood in the near future (when I have the money) so if you know where I could find one let me know. Thanks*

Richard Hackerd - *I do still own the '56 Studebaker golden hawk. Please send the newsletter info whenever you have a new one.*

David Batchelar - *Still own my 56!*

Croft Carlsen - *Hi Frank, Yes, I still own my 56J and have no plans to sell her but rather pass on to one of my 3 sons. May need to hold a lottery. I hope this message finds you well. Best,*

Patrick Schafer - *I still own Said 56J, sadly hasn't moved in 10 years. And yes, I guess I keep the dream alive, If you could send the Newsletter. Thank you*

Fred Rawson - *I still have a pulse and my '56 Hawk. Thanks for a great publication. Keep it coming.*

Jr Shaver - *Just finishing a ground up restoration and need to know if anyone makes a decal for the door jamb ID plate?*

Russ Carnes - *I still own my 56J.Thanks!*

Al Carbone - *Hi Frank, still have my 56 golden hawk. Not for sale! Never! Please continue my membership. I truly enjoy it. Thanks! My dad was a Studebaker dealer 1938 till 1957. Love Studebakers. I have 7. I have Golden Hawks 56 57 58 all standard overdrive, 63 R2 4 spd Avanti, 47 Commander conv., 49 R16 a. 9000 ml 48 M5, all nice drivers.*

George Crow - *Frank -- I did sell my 56 Golden Hawk however I still want to receive your newsletter. It's very possible, in the near future I'll be acquiring another one. Every now and then I do have a Studebaker in my collection. Right now I have about 20 classic cars mostly Fords. Thank you very much and please keep the newsletter coming by email.*

As you can see, the responses are quite varied. Some cars have sat for long periods, some are getting worked on, while others are still being driven. But, now I know the status, and the owners get to see their names in the newsletter. I've updated my records, and now all the above owners are good for another four years.

I don't like dropping owners from our Register, but if I can't be sure they are receiving the newsletter, I simply have no choice, especially for the ones receiving the printed copy.

Mail Bonding



Letters From Our Readers. (Edited as required.)

Mark L. James January 28, 2019

Thanks for the newsletter. I'll have more to report this summer, but I wanted you to know that my '56 Golden Hawk has been nominated by a special group of AACA judges to compete for the AACA's highest award, the Zenith Award. They chose 16 cars from among almost 3,000 registered for the seven AACA National shows during 2018.

On May 31 this year all the nominated cars will be judged together in Auburn IN at the AACA Annual Grand National Meet. The Zenith Award winner will be chosen that day. I am excited about this award nomination because it shows that others are now beginning to recognize how special these cars are.

Gary Willoughby January 28, 2019

Congratulations on your 30th year! It just doesn't seem like that long ago when I first got involved with you and the club. The GinnyHawk would be with me regardless, but the Registry {Register} and technical help have made it all the more worthwhile.

Larry Michael January 29, 2019

Frank, Nice job on the newsletter as usual. I especially enjoyed your summary of 56JOnly from its inception. Been with ya most of the way, but how it got to be 30 years is beyond me!!

Wilma Hummel February 04, 2019



Beautiful. Just got it back today. They do a good job. Shrock Body Shop. Just wanted to share the information with you.

Hope you are doing okay. The weather this winter has been terrible. I'm sure we will all be glad when it's spring. Then

again maybe not. Don't know what mother nature has in store for us.

Still have to do side panel upholstery and one visor. The boys are excited to get it out and about. Have a good week.

Gilbert Zimmerman March 11, 2019

Frank, the buyer of my Golden Hawk last summer was Dennis Mitosinka. Dennis is a dealer and professional auto appraiser in Santa Ana, CA. He resold my other

vintage cars (some to Europe) but says he will likely keep the Hawk. *Note: I contacted Dennis, and he is now on our roster. It is rare that someone reports selling a car, and far too often we lose track of it - FJA.*

Rob Sedillo March 11, 2019

Back in the mid 80's, I met C.Edwin Lewis. He saw mine and my dad's Studebaker collection and we toured in his 56 Golden Hawk. I was cleaning out a box and found a letter from Edwin. He enclosed pics of his 64 GT Hawk. I went on a quest to find him and the 56. I found out he passed away which made me sad. I kept looking for his car and by accident found your website.

It is very impressive and I love it! I started reading all your news letters. I eventually found that Myron McDonald of Aurora MO bought the Hawk(From Lewis estate?). Restored it and sold it to Elmer Johnson, he passed away and Jaime Cardillo bought it.

I have been in contact with Jaime, he seems to be a good guy. He sent a picture of the Hawk and it's red. It's beautiful. Myron did the color change. So I feel grateful to you for helping me find his Hawk. I really want a picture of the car in it's original colors that reminds me of my dad and my youth. Can you please put me in contact with Myron? By email or phone. Thanks for your help.

(3-13-2019) Just spoke with Myron. Super nice guy. Didn't remember much about buying the car but he is going to look for pictures. Fingers crossed! Thanks for your help.

Ken Styer March 12, 2019

I am trying to find out who the previous owners of my car were.



Prior owner was a man by the name of Bradford. He was a 56J member for I think 15 years. The previous owners made modifications and maybe someone would remember what was done. Any help would be appreciated. VIN # 6032229. *Note: The previous owners were Dan Parker (Iowa), and Bob Lehman (Texas) - FJA*

Cal? (Via Email) March 12, 2019

This was my Golden Hawk from early 1958 to winter of 1960 when I traded it for a 1060 Corvair because nobody could fix the Ultramatic transmission. This photo is

overlooking the new construction of the 91 freeway in Orange County CA. Is there any way of locating this car?



(Note: I explained that it is tough to find without the serial #. He didn't buy it new, so we don't even know if the all accessories, wheelcovers(?) are correct.)

That photo is the only document I have of this fun car. However, the Chevys could still win in drag race.

It had power steering and an odd after market AM-FM radio. The hood came up once and was cheaply repaired. I got caught in Southern California rain one day and went through some deep water where water came in the under seat heater to fill the foot holes in the back seat. I punched a hole to make it drain.

It was a great driving car but on any incline where throttle was added, the clutch in the torque converter would slip and ruin the transmission fluid. After the third return. the transmission shop said *do not return*. So I traded it for a new 1960 Corvair. My first car was a 1947 Studebaker Starlight coupe, and my last Studebaker was a 1963 Avanti R2. Thanks for your time.

Steve Willham March 26, 2019

The GH and Avanti that we previously discussed are still in storage. The GH made it out to the light of day last year when a gentlemen from PA came to look at it.

So I figured I would send you a quick note since you are the voice of the 56 GH. I would really like to find that right person who would enjoy these car's as I just don't have the time. I know the Avanti needs some work underneath (hog troughs are rough).

I would love to sell both complete cars, the spare GH engine, and all the other GH parts I have to one person if possible. The parts include the shell of the parts car, all kinds of glass, trim, another miscellaneous items. If you know of anyone in the market, or that may be remotely interested, please let me know.

If you think that I should put an ad together and advertise somewhere, I could do that. I do not have to sell them, but I would rather someone enjoying them opposed to them sitting in the garage. Any help would be appreciated. I am thinking \$32,500 firm for everything.

Ed Capozzi March 28, 2019

I've been interested in the history of Studebaker's 56J Golden Hawk model for a long time...Over the years I've owned two of these cars.

To this day, there's some production details concerning these cars which I'm curious about. Can anyone shed some light on the following questions?

- 1) 56J's were 'apparently' assembled on they're own unique production line away from 'Studebaker Central' at the Chippewa Avenue plant. Is this correct?
- 2) Are there any surviving photographs of 56J assembly operations at the Chippewa plant?
- 3) Was there a 'body drop' on the 56J assembly line, or did the bodies arrive 'on frame' from the South Bend body & paint assembly building?
- 4) How were the 4000+ 56J bodies shipped to the Chippewa Ave. plant for final assembly.....by rail or possibly truck?
- 5) Did the Packard 352 engines have the Twin-Ultramatic or Overdrive transmissions installed before being shipped from Utica?....Or did Studebaker workers assemble them?
- 6) Is there any record of a 56J being assembled and factory tested with the 'Jet Streak' kit...either at South Bend or Packard's Utica test track? (non-production vehicle of course!)

Thanks for taking a few minutes to read through these questions.....and please post comments!.....Ed

Thomas Valenti April 2, 2019

I ran across your website in the search for a mechanic who would be able to help me with my car locally. Just last weekend I acquired a 1956 Golden Hawk from the RM auction in Ft. Lauderdale. The car is not in need of restoration or any dire work like that, however, I am looking for a mechanic near me that could specialize in my car specifically and aid me in maintaining it and keeping it reliable as a driver.

I am in South Florida in the East Coast. (Fort Lauderdale) If you know anyone who would be of aid to me it would be greatly appreciated if you could connect us.

Anthony Prestia April 16, 2019

This may be a long shot, but here it goes:

When I was a kid, my grandfather, Robert 'Bob' Palmer of Sarasota, FL, restored a 56 Golden Hawk. As he got older, he eventually had to sell it and, unfortunately, he passed away in 2007.

Helping him work on that car as a kid (and I use "helping"• very generously) began my life-long love of cars. Now that I'm (quite) a bit older, I'd love to track down his Hawk and maybe bring it back to the family one day. Is there any chance he ever registered his car? It's the only way I can think to track it down. My understanding is that the subsequent owner had an

accident—"I believe the car fell off a lift. It'd be a shame if there's nothing left, but at least I'd feel better knowing.

Bo Pettersson May 13, 2019

Of course you can add me the your register of 56J models. As I have been a member of SDC since 1980 I have often read about you excellent job with this register.

It is a great honour for me to now own this piece of Swedish Studebaker history, I will keep it in the spirit of Claes (former owner Claes Antonsson).

Thanks for the production sheet.

Studebakerly Yours
Bo Pettersson

Randy Cavoli May 15-2019

Hi Frank, Long time since we've connected. Wanted to let you know I've acquired another 56J that doesn't appear to be in your registry. Serial# 6030352.

Unfortunately it hardly qualifies as a parts car. Hard to tell, but I believe it was originally green and white. Its an early number, so probably had the early two tone paint scheme.

As I say, its in terrible condition so I'll be harvesting what parts I can and the rest will be scrapped. It does have a complete PS setup and a nice pair of fins also a good dash with a very nice dash pad. The engine is there, but seized. Body is shot, just a lot of disintegrating rust. Frame is bad also. So, you can add it to the registry as a car that's been scrapped.

NOTE: Since the Body # is 518, it should have originally been painted in the later paint scheme.

**Studebaker Drivers Club
55th Annual International Meet**

Since our beginning in 1989, our 56J Register has been a trophy sponsor for most of the SDC International Meets. This year, the meet will be held in Mansfield OH from September 11-14. Although we are not directly affiliated with SDC, I felt the \$35.00 donation was money well spent.



I also made a trophy sponsor donation from our sister group, StudebakerVendors.com.



Note: I just added the above trophy sponsor notices because I had some space to fill up in the newsletter. If you have anything to offer for the next issue, please send it to me.

Here We Grow Again

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

- 686 Glenn Moseley SN 6030037 6030608
Uvalda GA Prev Owner Harry Moseley
- 687 Dennis Mitosinka SN 6800590
Lake Havasu City AZ Prev Owner Gil Zimmerman
- 688 Bo Pettersson SN 6032223
Motala Sweden Prev Owner Claes Antonsson

* = New SN (Not previously registered or reported)

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

225	Registered Owners
297	Cars Registered (includes parts cars)
340	*Cars Reported But Not Registered by Owner
637	Total Cars Registered plus Reported
47	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.

✓ **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.*

✓ **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 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 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 we have not made contact 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 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)

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 *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*



\$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)



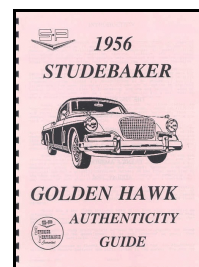
\$20.00

1956 Studebaker Golden Hawk Parts Catalog.

Printed version, 320 pages. Includes specifications, part numbers, illustrations, indexes, utility items, and accessory codes, and a list of service bulletins. Formatted just like the regular Studebaker Parts Catalogs (add \$25.00 foreign S/H).



\$60.00



\$18.00

1956 Studebaker Golden Hawk Authenticity Guide. (Black/White only version of the new updated Guide)

Documents most of the quirks with B/W photos and all decals shown. Divided into sections covering the engine, exterior, interior, trunk, paint and accessories (add \$18.00 foreign S/H)

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

**Make Checks Payable to
Frank Ambrogio.**

Owners Roster send Email or SASE (Registered owners only)

In this Issue

- **Tom Aylward** asks about the fan and power steering belts used on the 1956 Golden Hawk.
 - **The Four Year Rule** helps keep our Register up to date, without sending out yearly renewals.
 - **Mark James** has had his car accepted in a very prestigious show.
 - **Gary Willoughby** reflects on the Register's 30 years and expects to have his 1956 Golden Hawk forever.
 - **Larry Michael** has been a registrant for all but one of our 30 years and still finds it hard to believe.
 - **Wilma Hummel** is very happy with the new steering wheel from the Shrock brothers and wanted to show it off.
 - **Gil Zimmerman** reported selling his car, and now the new owner is on our Register.
 - **Rob Sedillo** remembers a 56J from years ago and wants a photo of it before it was painted a different color.
 - **Ken Styer** would like to locate previous owners of his 1956 Golden Hawk.
 - **Cal (no last name)** wanted to find his old 1956 Golden Hawk, but I was unable to help.
 - **Steve Willham** Is interested in selling his late father's 1956 Golden Hawk and Avanti.
 - **Ed Capozzi** has a few questions concerning 1956 Golden Hawk production.
 - **Thomas Valenti** purchased a 1956 Golden Hawk at an RM auction and is looking for a local mechanic.
 - **Anthony Prestia** would like to track down his grandfather's 1956 Golden Hawk.
 - **Randy Cavoli** purchased a rusted 1956 Golden Hawk and has a few items for sale before he scraps the car.
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- **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!



FRANK AMBROGIO
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ADDRESS SERVICE REQUESTED

MAIL TO:



For the Type "J" Personality