



# **GREASY PRINTS**

*The Bi-Monthly Newsletter of the  
Orlando Area Chapter - Studebaker Drivers Club*  
[www.oacsd.com](http://www.oacsd.com)

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**OAC/SDC Monthly breakfasts TooJay's Deli  
Lake Emma Road Lake Mary, FL 8 AM!**

**Jan 27<sup>th</sup> Feb 24<sup>th</sup> March 31<sup>st</sup>**

**Down the road.... SDC International Meet Sept 11-14 2019  
Mansfield OH!**

## **Orlando Area Chapter Christmas Party**

*By Frank Ambrogio*

Just when it appeared no one was interested in our annual Christmas dinner, we had a big increase in attendance over last year. Seven chapter members braved the inconsistent weather to attend. For the twelfth time, we met at Stonewood on Lake Mary and International Parkway at 4:00 PM

Attending this year were Bob & Lorraine Coolidge, Dave & Sharon Cramp, John Gormican, and Anita & me. We had to drive about 10 miles to the restaurant, but I think everyone else made a trip of over thirty miles. It is hard to believe that just a few years ago we had enough people attend where we could fill the private room for such occasions. For the past couple of years, we didn't even make a reservation.

It was Dave's birthday, and he brought along a cake for us to share. After dinner, our server Rod did a beautiful job of slicing it into about sixteen equal pieces and passed out seven of them to us. I didn't bring my camera, so I can't provide any photos. We haven't seen so many of you for such a long time, but if you remember what we looked like many years ago, we haven't changed!

We had a nice time visiting and began heading for home around 6:00 PM.

# Dilemmas

By Frank Ambrogio

## Dilemma-1 - Which State Meet Is It?

The *Orlando Area Chapter* served as host for the 40th Annual Florida State Meet in early November, 2017. However, there will be no State Meet for 2018. The *North Central Florida Chapter* hosted the Southeast Zone Meet in April, 2018, but it

was not considered a joint State/Zone meet. The *Central Florida Chapter* has agreed to host the State Meet for 2019. This brings up a few questions.

Florida State Meet for 2019

Is it the 41st?

Is it the 42nd?

Is it still an *Annual* meet?

Since there was no state meet in 2018, can we continue to call it an *annual* state meet? If we missed a year, it doesn't seem like it can be called an *annual* meet any longer.

It would seem that "41st" should appear somewhere in its name, since it would be the 41st meet. I don't think it should be called the 42nd State Meet, because, well it isn't the 42nd meet! My thought would be to call it the *41st Florida State Meet*, leaving out the word, *Annual*. That keeps the consecutive numbering system in place, and would still be accurate. What do you think?

I checked with *Central Florida Chapter* president Larry Good, and here is what he wrote:

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*Frank - You bring up some good points. So stay tuned and show up for the 2019 meet to see what it will be called.*

*My understanding at first was the meet in Gainesville was to be a zone and state meet. I've been looking for a place to hold the meet that won't break the bank to go the best price I've found so far is \$139.00 a night the feed back I've got is that too high. So I'll keep looking  
Larry*

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I also checked with Martha Cade of the *North Central Florida Chapter* which put on the 2018 *SE Zone Meet*. Here is her response:

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*Hi Frank, - I think you have the right idea. When we hosted the Zone Meet (it was not a state/zone meet combo), it was the 49th Southeast Zone Meet. It would have been the 50th except for the fact that there was no SE Zone Meet in 2017. And for that reason, we did not refer to it as the **annual** zone meet. And this may occur a lot more in the future in every state as it is not just Florida that is having a problem finding hosts each year. So, I personally like calling it by the number, like **41st State Meet**, but I reckon someone else will have to decide about that. I already plan to come to the next state meet unless unforeseen circumstances keep me from attending. I always have a great time no matter when or where they are held. Martha*

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I guess this is something that the *Central Florida Chapter* will have to decide. Whatever it is called, I hope you will make plans to attend. It is always nice to see a large number of cars filling up the show field display spaces, but if you can't get your car to the meet, or as in my case, no longer own one, I hope you will still attend. Everyone in Florida who can do so, should show up with or without a Studebaker, if for no other reason than to find out what they called it.

## Dilemma-2 - Modern Cars



The newer cars now come equipped with all kinds of technology to *supposedly* make driving a car easier and safer. Today's cars alert drivers when they are getting too close to the next lane, or if there is a car next to them. They alert drivers, and can stop the car if they are about to hit something. They lock the doors automatically, and admonish you with beeps and tones till you put on your seat belt. A lot of these are good things, such as back-

up cameras, but sometimes a feature can come back to *bite you in the tail pipe!*

For instance, there is one feature that senses rain and automatically turns on the wipers. What a *tremendous time and effort saver* that one is. Now the driver doesn't have to *stop texting* in order to turn on the wipers. How did we survive for the last 100 years without this incredible innovation.



This is great, unless the driver forgets to turn the wipers off before going through the car wash. This happened to the owner a \$95,000 Mercedes, who was probably texting during the wash cycle, with the brushes and ribbons slapping the car with reckless abandon. When the car emerged from the automated car wash system, the wipers were gone. Not just the blades, but the arms also, everything! Oops!

I don't know what the cost is, to replace the wipers on a high end Mercedes, but if it is anything like the

\$230.00 oil change for my neighbor's Mercedes, those wipers are easily in the three figure range. By comparison, the cost to replace the wipers on my Chevrolet was around \$25.00. My car doesn't have it, but most new cars today can be ordered with the rain sensing wiper blade system. *Just put the phone away as you sit in the car, being pushed through the wash system!*

## Dilemma-3 - Minority Rule (One decides what's good for many)

Is it just me, or has the world gotten **louder**? It seems as though everywhere I go, the noise factor is unbearable. Announcements at the grocery store, background music on many TV shows, music at weddings, parties, reunions, concerts, and last but not least, car shows, all seem to be *much* louder than necessary..

In 2002, the *Orlando Area Chapter (OAC)* hosted the *25th Annual Florida State Meet*. I was the meet chairman and opted to exclude a DJ for our show. It turned out to be the largest state meet



up to that date, with 103 cars on the show field, and approximately 180 people attending the banquet. No one complained about the lack of a DJ, and seemed to enjoy looking at the cars, and speaking with other attendees, without shouting. Just to be clear, I like the music at most shows. It is usually, but not always, just too loud!



I've been to many events, including the aforementioned weddings, reunions, etc., not just car shows, where, I assume, a professional DJ (emcee) was hired. Every single time, the scenario was the same. When I suggested the music was too loud, everyone around me agreed. The decibel level was far beyond what the human ear was designed to endure. The only person who seemed to be OK with the loudness, was the one controlling the volume knob. Basically, one person, made life miserable for everyone else! There we were, shouting at each other, in order to make ourselves heard. *I need to learn to read lips!*

Countless times, someone would approach the DJ and ask to have the music volume reduced. The DJ *always* complied,

but it was just a token concession, and lasted for a very short time. It was still too loud, and unfortunately, the still uncomfortable situation lasted less than a minute. Soon things were back to an environment, which made a bowling alley seem like *the sound of silence*. At many events, the music volume increased as the evening progressed. *Maybe DJs get a kickback by providing a steady stream of new patients to Ear, Nose, and Throat doctors. I have my ENT's number on speed dial!*

OAC member Bob Coolidge made an interesting comment about the music at old car shows. Old car clubs, including SDC, are always trying to attract younger people to the hobby. As Bob pointed out, playing music that was popular over half a century earlier, probably isn't doing much toward that end. That's great for someone my age but I don't think today's thirty something attendee is interested in listening to Connie Francis, Fats Domino, *or his twin brother Chubby Checker*.

By the same token, I wouldn't last two minutes listening to Snoop Dogg, P Diddy, Flo Rida, or Kareem O' Wheat ([Wait, I think he plays basketball!](#)). Most of us tend to relate to the music we grew up with. Maybe we could have multiple DJs playing different types of music, give out wireless ear buds with volume and tuner knobs, so people can dial into the music they prefer. With today's technology, why not? Otherwise, I can't see a way to please the full range age spectrum, *other than having a show without a DJ!*

Tinnitus - ringing in the ears, is a common problem, which affects about 1 in 5 people. If you are not the 1 in 5, [be thankful](#), and try to protect your hearing in the future. I am one of the *unlucky* ones. Believe me, it is uncomfortable and makes it difficult to carry on a conversation. When I'm gone, they will simply put the word, "*WHAT*" on my gravestone.

For me, the ringing never goes away, and is exacerbated by being in a loud environment. Even the Sunday church service offers no relief. For some reason, the organist loves to surprise us with a sudden blast that pierces the silence. I don't know if they are trying to wake us, or wake the dead. Either way, the ringing immediately becomes much more noticeable, and lasts till the next day. Often, I wear ear plugs at events. They offer some help, but also make it hard to hear anyone talking to me. With the loud music, I can't hear

them anyway, so the ear plugs are the better option! *It's like doing everyone a favor, don't have to talk to Frank!*

How do we address this? The answer, for me in 2002 was to simply host our state meet, with no DJ present. Based on the number of cars and attendees, I think it worked out well. If you have an opinion, give me a call. But be aware, *I probably won't hear the phone ring!*

## LEFT IT BE

*By Brian Wagner*

*Reprinted from The Predictor - Newsletter of The Packard Club of San Diego*



In 1886, Karl Benz produced his first car, the Motorwagen with a steering tiller in the middle. Early cars like the 1896 Ford Quadricycle and the 1901 Oldsmobile Curved Dash used the center-mounted tiller.

But as you know, Packard introduced a steering wheel on the second car they built in 1898. The story goes that James Packard got tired of the tiller hitting his knees and he came up with the steering wheel to solve that problem.

Before 1908, most every car in America had the steering wheel on the right. But Ford changed that in 1908 when they changed its

Model T from the steering wheel on the right to the left.

Their explanation: "The control is located on the left side, the logical place, for the following reasons: Travelling along the right side of the road the steering wheel on the right side of the car made it necessary to get out on the street side and walk around the car.

This is awkward and especially inconvenient if there is a lady to be considered. The control on the left allows you to step out of the car on to the curbing without having had

to turn the car around. In the matter of steering with the control on the right, the driver is farthest away from the vehicle he is passing, going in opposite direction; with it on the left side he is able to see even the wheels of the other car and easily avoids danger."





Now Ford might have problems today with the assumption that women would be passengers and not drivers, but it was cleaner for them to enter from the right and safer as they would not be fighting traffic while entering the car.

And they were correct that left side steering was safer since it was easier for the driver to judge oncoming traffic. If you are sitting on the right, it would be a bit of a problem to pass cars: by the time you had pulled out enough to check for oncoming traffic, most of your car would be in the other lane and

subject to an immediate lesson in the immutable laws of physics.

Cadillac moved their steering wheel from the right to the left in 1916 and Pierce Arrow was a bit more stubborn, not converting to left side steering until the early 1920's. And the Italians were even more-slow moving. Until the 1960's, many Lancias, even in left hand drive Italy, were manufactured with the steering wheel on the right.

The thinking was that their cars were made to be suitable for use on Alpine passes, so the driver, being on the right, could see the edge of the road better. Apparently falling off the edge of the road is a greater danger than head on collisions. And for many years, Italian-built trolley buses had the wheel on the right in order to better observe the passenger doors.



Spanish trucks and buses were also right-hand drive for many years in order to watch for unstable road edges and the Spanish truck and bus manufacturer, Pegaso, was producing vehicles with the wheel on the right into the 1950's.



But to be fair, there are exceptions in our country also. Street sweepers often have the wheel on the right so they can better see the gutter, and our neither snow nor rain, nor heat nor gloom of night postal trucks are right hand drive so the driver can reach the curbside mail boxes.

Now for those preparing to appear on Jeopardy, here is another anomaly. You know those humongous trucks that work in open pit mines and carry three hundred

tons of rocks. Well, while their steering wheel is on the left, they also drive on the left. They spend millions on tires and they save money because the driver can better see the edge of the road and avoid costly tire cutting debris.

But while the above memorable and Jeopardy worthy examples may be construed to paint a picture of manufacturers sometimes exhibiting willfulness, stubbornness, and general contrariness, it should be noted that the accelerator, brake and clutch positioning for manual transmission cars are universally the same for all makes of vehicles as this is a formally agreed upon international standard.



## **WE HAVE GOT A PROBLEM**

**By Richard Dormois**

**Vice President, Studebaker National Foundation**

Chartered as a Non Profit Public Benefit Corporation, the Studebaker National Foundation has a problem and, hopefully, you can help solve it while benefiting yourself, a friend or a loved one. Primary among our three objectives is providing educational scholarships to qualified students seeking higher education in a field related to automobile preservation or restoration. Note that I said, "related to". Each scholarship application is reviewed on an individual basis by our liberal scholarship committee which determines if your field is related and makes a recommendation to the Board of Directors. A lot of weight is placed on the letter you write to the committee.

Most of us think of someone seeking a scholarship as being a young person entering college out of high school. The Studebaker National Foundation scholarship is offered to any qualified student, regardless of age or where they are on their educational journey. For instance, if a qualified high school senior wishes to enter an accredited college or university in the hope of learning about something automotive, he or she will likely qualify for a scholarship. On the other end of the spectrum, if someone is seeking a PhD in a related field and needs help financially, submitting an application for a Foundation scholarship is encouraged. It needs to be made clear here that the scholarship is currently fifteen hundred dollars (\$1,500.00) for each semester, trimester or quarter and upon successful completion of each, the student is encouraged to reapply. Several have, to take them through to graduation.

While the student or the student's sponsor should be a member of the Studebaker Drivers Club, the Avanti Owners Association International or the Antique Studebaker Club when the scholarship is granted, the course of study nor the college or university need be Studebaker related.

All this being said, WE STILL HAVE GOT A PROBLEM. We simply are not receiving scholarship applications, although our treasury can accommodate them. I think one of the reasons is that the Advertising arm of the Studebaker National Foundation is not doing an adequate job of getting the word out. We have been in the business of helping people get through college for fourteen years and too few have been helped. I am reaching out to you through this newsletter to help us turn this around.

Look at [www.studebakernationalfoundation.org](http://www.studebakernationalfoundation.org), complete the application and send it to the Studebaker National Foundation treasurer Brian Millette, 41633 N. Emerald Lake Dr., Anthem, Arizona 85086 without delay. Contact him at [abmillette@cox.net](mailto:abmillette@cox.net) or 602-300-5313 with questions.

A big Thank You to Larry Swanson of Sun City West, Arizona for helping us distribute this article to you.

The Studebaker National Foundation does much more for humanity than scholarships and I'll tell you more about that in the next article. Be safe.

**\*\* About SDC & OAC \*\***

*Information about our parent club and chapter*

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Join the Studebaker Drivers Club online at [www.studebakerdriversclub.com/joinsdc.asp](http://www.studebakerdriversclub.com/joinsdc.asp)

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## **THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER**

The Orlando Area Studebaker Club was organized on October 15, 1983 and was chartered as the Orlando Area Chapter of the Studebaker Drivers Club on June 19, 1984. The Charter was presented to the Chapter at the International Studebaker Drivers Club meet in Kissimmee on July 6, 1984.

### **The Chapter was formed to:**

- § Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.
- § Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.
- § Promote good fellowship and pride of ownership among Chapter members.
- § Publish a newsletter containing news and information concerning both national and local activities, technical advice, and items wanted or for sale.

**Meetings** are held monthly or as noted in the newsletter and are open to all members and prospective members. Family membership dues are payable on October 1st of each year. See the membership registration for more information on our dues policy.

**Ownership** of a vehicle is not a requirement for membership. Many members are either looking for some special model or are simply interested in the colorful history of the Studebaker Corporation which spanned 114 years (1852-1966).

**Greasy Prints** is the official bi-monthly publication of the Orlando Area Chapter - Studebaker Drivers Club. All comments and opinions are those of the author and do not necessarily reflect the policy of the Chapter.

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