



GREASY PRINTS

The Bi-Monthly Newsletter of the
Orlando Area Chapter - Studebaker Drivers Club
www.oacsd.com

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It's a great day to go Studebakering!!



August 29th – September 1st Seattle/Tacoma WA
54th Annual SDC International Meet!
Still time to register! www.sdcmeet.com



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

July 29th Aug 26th Sept 30th Oct 28th



MY STUDEBAKER PARK BENCH

By Ernie Loga

From The Echo, Newsletter of the Grand Canyon State Chapter, Chris Collins-Editor

One day while texting with a customer, he asked me if had or could find him a beat up Studebaker truck tail-gate he could use for a wall hanging in his Man Cave. I texted back that I didn't have one myself but thought I knew where I could find one.

A few days later I had one in my possession and texted a picture of it back to him. He did not respond. Several days later I was vending at a Studebaker Swap Meet and told a man about the Studebaker tailgate wall hanger. He said that he wanted it and wanted me to send him a photo of it and he would send me the money, but never did. The tailgate continued to lean against my house for several more weeks.

Then a friend from Michigan City, Indiana visited and wanted to find an old Studebaker pickup box and tailgate to make a bench with. We located one at another local parts vendor and we cut the back 18 inches off with a sawzall.

This past summer our local Studebaker Club went on a tour to Elmer's in Fountain City, WI. And on the way we stopped for lunch at Bucknuckles Bar & Grill in Praag, WI. There were two

tailgate benches on the property but they were basically made from round cedar posts and used a truck tailgate for the backrest framed with posts...

I wasn't fond of my friend's idea for a bench using the pickup box. Neither did I like the Bucknuckles benches because of all the wood. My mind started to turn

In my mind I started planning a Studebaker bench using the beat up tailgate. I figured I could use the Studebaker R-Series tailgate for a backrest. I looked around my collection of parts. I found an old rusted running board from an M-Series Studebaker pickup that I thought would make a seat for my project. It was rusted badly where it mounts to the running board brackets. I measured it and thought I could just cut it off where it was rusted and it would be the right length. I found two worn out wire wheels that had oblong lug holes for the arm rests.

Next, I started sharing my vision with others. Most liked the idea and offered some advice. I listened to their suggestions and milled them around in my mind. Some were good and some I didn't like. However, one suggested that I should consider using an old valve cover from a six cylinder, cut it in two and weld them to the top of the wheels. I liked the idea but realized that only overhead-valve Studebaker six cylinder engines had the right type of covers, but they have the fill hole tower on one end. I didn't want the fill-hole tower to be in the way of laying your arm on the arm rest. Then I saw the Studebaker 232 V8



standing in the corner of my garage. I removed one of the covers and placed it on one of the wheels. It was a perfect fit, right length and height without cutting it. I just needed two covers, one for each wheel. Another suggestion that I liked was cutting the rust out of the M-Series running board and welding the curved ends back so the seat would have curved ends with no sharp edge.

Next, I needed to make a frame of metal to attach the parts to. I am not a very good welder. I needed to find someone to make the frame for me. I texted the welder who made new ramps for my transport trailer. He was very excited about the project and came over the next day to look at my parts and get an idea of my vision. We made a rough drawing and he took some of the parts back to his shop and returned in about two weeks with the finished frame.

When I put the wheels on the brackets I realized something was missing. The wheels needed a Studebaker hubcap. I started calling around to some of my Studebaker friends that I knew had cars of the same era as my wheels. I found a beat-up Studebaker Rocked Hubcap that fit the bill. So, basically my Studebaker bench is complete but I still need one more hubcap.

Note: Ernie is a member of the Badger Wheel Chapter in Wisconsin.

Getting To Know You

By Frank Ambrogio

One of the things I learned not long after I joined SDC was how easy it was to converse and correspond with so many of the people who keep things running. I joined in March of 1981 and things stayed pretty quiet for the next year. Then in the Summer of 1982, we attended our first International Meet in Seattle.

In the hospitality room, I met a guy named Gus Zaros (spelling is probably wrong) who had something to do with the Studebaker Museum, such as it was at that time. When I told him I was from Orlando, he responded that the 1984 meet would be held in Orlando. Wow, I thought! Here I am 4000 miles from home to attend the meet, and in two years the meet will be about 40 from home.

At the membership meeting on Wednesday, Linda McCain, now known as Linda Sinclair gave the pitch for the 1984 meet in Orlando. The Board approved and afterwards, Anita and I approached Linda to offer any help she might need. The meet was to be hosted by the Sunshine Chapter near Miami, and the Central Florida Chapter near Tampa. There was no Orlando Area Chapter at that time. Linda belonged to the Sunshine Chapter and introduced us to meet co-chairman John Ernst from the Central Florida Chapter.

John introduced us to George D. Krim and his father George Krim. George D., would be elected SDC President at that meet. We formed our chapter in late 1983 and I was elected President. I read the names of board members, zone coordinators, and regional directors (now regional managers), and wrote to George asking what were the duties of these positions. He answered my letter and also printed my letter and his response in his February 1984 *Turning Wheels* Presidents message.

Later, during the 1984 International meet, George came over to say hello, thank me for my letter, and asked if I had received our chapter charter which we recently applied for. He told me it had been approved and it was later presented to me by newly elected president Stu Chapman at the end of the Friday night banquet.

At the editors meeting, I met *Turning Wheels* editor Larry Swanson. At the swap meet, I met the late Phil Brown (Phil's Studebaker), Ed Reynolds (Studebaker of California), Bill McDowell (Packard Farm), and John Kelly (Kelly's Corner). The next year I met Bob Johnson (Special Interest Autos of St. Louis), the late Bill Martin, Luther Barnes, and Bill Fenese. I met Jim Geary at the York swap meet who was the first person to tell me the difference between the 1956 Golden Hawk tail light housings and the other three 1956 Hawk models.

During the 1984 meet I also met Vince Hazel whom I later would learn at one time kept a roster of 1956-1958 Golden Hawks. When I started the 56J Register, Vince sent all his records to me. I even met Jim Quigley from Australia who has written many *Turning Wheels* articles. Jim and I have never corresponded since that initial meeting, but I'm sure that if I wrote to him for any reason, he would respond.

When I started the 1956 Golden Hawk Owners Register in 1989, I added Fred K. Fox, Richard Quinn, and Bob Palma to the newsletter mailing list. They were all major contributors to turning wheels, and I thought they might be able to help our group. All of them mentioned our Register from time to time in their respective columns and we always got an influx of new registrations whenever that happened. I had never met any of them, but once we made contact, we have kept in touch ever since.



Richard called me and thanked me for the newsletter and offered to help but informed me his interest was in pre-war Studebakers. That proved to be of no consequence as he has helped our group many times over the last three decades. We had a nice long talk at the 2018 SE Zone Meet in Gainesville.

Bob Palma introduced himself to me at the 1994 meet in Minneapolis. He was always helpful whenever I had a question about my cars. Every year after that, he would always find me to say hello. I even met Bob's mother, Alice, and father Lu at the International meet in 2002.

As former editor of our chapter newsletter, I exchanged newsletters with many chapters and got to know quite a few of the editors, including Chris Collins, Terry Jidd, Dale McPhearson, Gary Lindstrom, Dennis Jolicoeur, Doug Hughes, and Linda Costell, just to name a few. I have yet to meet Ann Turner, but I met the late Art Under several times at various International Meets. Ann and I have had many correspondences over the last five years, so meeting in person is just a formality yet to come.

There have been many more, including past SDC Presidents, chapter editors, parts suppliers, and *Turning Wheels* editors. I know it sounds like a lot of name dropping, but the point is that all of them have been easy to reach, always cordial, helpful, and made me feel comfortable to be around them.

We owe a lot to all of them since they are the ones who keep the Studebaker segment of our hobby viable. It is nice to know that they are all easy to reach.

Ten years ago, I would have suggested the next time you encounter one of the more well known SDC people, that you say thank you and maybe even give them a hug. However, in today's politically *incorrect* climate, *I would refrain from touching, of any sort!!!*

2018 Cars 'R' Stars car show at the Packard Proving Grounds

By Frank Ambrogio

Anita and I were in the Detroit area and my brother John asked me to join him for the show on Sunday June 10. He set up in the swap area and did a fairly good business on a less than perfect day. The temperature was in the upper 60s and the wind, although not too strong, seemed to get stronger as the day progressed. But although it threatened, the rain held up.



Photo by Rick Mayer from the Cars 'R' Stars web site at <http://www.carsrstars.com/p>



The show helps support the preservation and renovation of the Historic Packard Proving Grounds in Utica MI. Many vintage Packards were on display in the Engineering-Tank Test Building. Also on display was the famous Gar Wood race boat, Miss America X, a 38 foot mahogany beauty which was powered by 4 Packard V-12 engines. I'm pretty sure I saw

this boat, race on the Detroit river, when I was a kid.

(From the meet flyer) Also on display was the Miller Special, the original indy race car that set a world record on our test track on June 14, 1928. This Miller Special front-drive car qualified on the pole for the 1928 Indianapolis 500 race. After the race, the car and it's driver, Leon Duray, were invited for a speed demonstration at the newly-opened 2.5 mile oval test track at the Packard Proving Grounds. Leon Duray set a world record speed of 148.7 mph on the Packard Proving Grounds Test Track to mark the dedication of the facility.



The PPG is an excellent facility and a great place to hold a car show. I've been there a couple of times before, and each time the place looks better. It is nice to see this historic site being utilized and preserved. There were many super nice cars from all the decades of the 1900s. Vintage Packards were everywhere.

I saw one Studebaker, a highly modified 1953 Starliner, and I spoke briefly with the owner who said he owned it for about a year.

It had a high powered non Studebaker engine and rumbled like it was begging for action. Whoever did the work on it did a super job, from the paint, to the wheels, to the interior. Personally, I don't think you can improve on the original Bob Bourke design, but this one was still a beauty.



Another interesting car on display was a 1954 Kaiser Darrin. This car was produced for only one year and featured a unique door arrangement which opened by sliding it forward into the front fender.

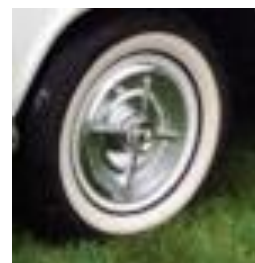


The 2360 pound Darrin had a top speed of approximately 94 MPH and featured a 161 cubic inch engine pumping out about 90 horsepower.



Next to the Darrin was a stunning 1957 Dodge Custom Royal Hardtop

sporting a beautiful red and white paint job and hubcaps which we called *spinners* when I was growing up. I think some people also called them flippers.



They were a hot item with the hot rod set, as were the Oldsmobile spinners.

I had a set of the Dodge ones on my 1953 Ford, and a set of the Oldsmobile spinners on my 1956 Chevrolet convertible.



I can never resist taking a photo of a 1955 or 1956 Packard Convertible. Only 276 of these were produced in 1956, and I think I have a photo of all of them.

The same V8 engine, with different cubes and HP, was used in both my 1956 Golden Hawks, and proved to be a solid engine. The engine was only produced for two model years, at the Utica Michigan plant which was constructed in 1951 and was part of the old

Packard Proving Grounds.

Another car I couldn't resist taking a photo of was an all black 1956 Chevrolet Bel Air Hardtop. My brother John bought one of these brand new in 1956 and it soon became one of my favorite models. John's car had a continental wheel on the back and featured a *Wonder Bar* radio that could seek out the next nearest broadcast station with a touch of the bar.

That was pretty radical back in 1956, but is pretty much standard on any car built today with a radio as part of the equipment.

That car traveled through the family with my sister buying it in 1960, and then I bought it from her in 1962 after I sold my convertible (for \$650). I drove it till 1964 and sold it for \$200. *They're each worth a bit more today.*

The owner of the car on display saw me admiring it and came over to talk. He opened the door and said, "hop in." Of course, I had to be polite, and although I don't hop at my age anymore, in I went. What a beauty! The interior was just like the one I owned. Other than the engine which was upgraded to a 350, and the wheels, the car was exactly like



the one I owned. I had removed the continental wheel while I owned it, and brother John was not too happy about that.

The *continental wheel* got its name from the Lincoln Continental series of luxury cars produced by Lincoln. Introduced in 1939 as a personal vehicle of Edsel Ford, it featured a rear-mounted spare tire. Soon after, any rear mounted spare tire became known as a continental wheel.

Funny, I owned two 1953 Fords, and two 1956 Chevrolets, and in both cases, one car had a continental wheel. In both cases, I removed that wheel, although I will admit, the one on the Chevy looked better than the one on the Ford. Still, I had to add my personal touch, and the continental wheel went to the scrap yard, probably causing Edsel Ford to groan in his grave. Today, that continental wheel probably commands a pretty hefty price at any swap meet.

Good move, Frank!

This was one of the better shows I've been to, and the venue made it even more special. Packard was a main manufacturer in the town where I was born, Detroit, and it was good to see that there were so many people still involved with preserving the marquee.

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

Information about our parent club and chapter

◦ **SDC National Officers**

President	Tom Curtis
Vice President	Don Jones
Secretary	Cindy Foust
Treasurer	Jane Stinson
Editors	Ann Turner
Board Member	Lanny McNabb
Zone Coordinator	Allan Dias
Regional Manager	Bo Markham

Join the Studebaker Drivers Club online at www.studebakerdriversclub.com/joinsdc.asp

◦ **OAC Chapter Officers**

President	Dick Langlotz
Vice President	John Gormican
Secretary	Frank Ambrogio
Treasurer	Charlie Steffy
Membership Director	Bob Coolidge
Activities Director	Dick Langlotz
Newsletter Editor:	Charlie Steffy
Web Site Maintenance	Frank Ambrogio

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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