



# 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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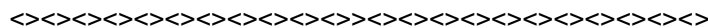
Volume 36 Number 5	September October 2018
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For those of you up North, the antique car season is winding down. For those of us here in the Sunshine State, the weather is just about right to get the Studebakers out of summer storage and get them back on the road!

We hope to see some of you at our monthly breakfasts, the last Sunday of every month. It is always a good time!

If anyone is going to the huge AACA Eastern Fall Meet in Hershey PA October 10-13, stop by flea market space CC-88 in the Chocolate Field during the week or Class 16 the Saturday of the judged show. Say "Hello" to your editor. Sit a spell and let's swap Studebaker stories!!

And if anyone is in central PA just before Hershey, drop me a line and come on along on the Antique Studebaker Club Annual Eastern Fall Roundup. Monday, October 8<sup>th</sup> ! I have room in the back seat of the trusty 1941 Commander! Meet more car folks who love to drive their prewar Studebakers!



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

**Sept 30<sup>th</sup> Oct 28<sup>th</sup> Nov 25<sup>th</sup> Dec 30<sup>th</sup>**



**Mark your calendars...Sunday December 9<sup>th</sup>  
OAC SDC Christmas Party at Stonewood Grille Lake Mary, FL**

## End of an Era

By Frank Ambrogio

Although I was not into old cars nor Studebaker at the time, my research shows that the first Florida State Meet was held in 1978. I believe it was hosted by the *Central Florida Chapter*, possibly in Casselberry. The State meet has been held every year since through 2016 when it was held in Crawfordville and hosted by the Big Bend chapter.

The *Orlando Area Chapter* served as host for 2017, but the traditional type of State meet had to be abandoned due to the lack of support from our members. Instead, we hosted a meet that was completely different. There were no awards, swap meet, door prizes, goodie bags, etc., and no host hotel. Instead, it was what many would consider a chapter outing, such as many that have been held in the past.

The turnout was *as expected*, considerably less than the usual meet. Those who participated seemed to have a good time, and accepted the fact that for 2017, that format, was our State meet. One nice thing about the meet was that the usual fees were discarded. The only cost to the participants was for food, gas, and lodging. Rather than a \$30.00 a plate banquet, people could choose their dining preference. Everyone had the chance to drive and show their Studebaker as always, but not at a Concours type of show.

The best thing about it, at least for the host chapter, is that the whole thing was handled by just two people. No one had to make up an excuse as to why they *couldn't* help out. My past experience with five previous meets convinced me that the amount of help from our members, which wasn't so great back then, would be even less than in previous years. This was due to the aging of our membership, members passing on, and a general lessening of enthusiasm. All this is understandable and we accepted that fact early in the planning process.

For 2018, the burden of hosting the State meet falls on the *Northeast Florida Chapter* in the Jacksonville area. Unfortunately, that chapter is in the same as, or worse shape than, *OAC*. As far as I know, *there will be no State meet in 2018* for the first time after 40 consecutive years. I don't put the blame on the *NEFC*. The reality of the situation makes the outcome clear. It seems as though everyone in the state has accepted that fact as I have not heard a single word from anyone about a possible state meet.

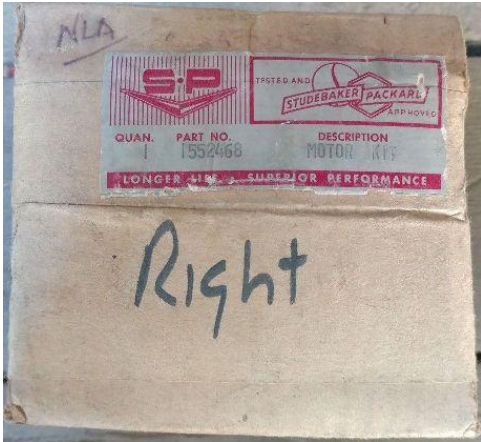
At the 2016 meet in Crawfordville, a meeting was held to help insure the future of the State meet tradition. Everyone present became a part of the State meet Planning Committee, with the idea of maintaining communication and try to set up a plan for future meets. Our preliminary plan was to try to get all the chapters involved in hosting the State meet, no matter which chapter served as the actual host. We felt that with the help from the movers and shakers from each chapter, we would have enough firepower to put on a meet. Unfortunately, that plan stumbled out of the gate, and within a few months, all communication stopped, and the committee suffered a quick, and probably inevitable demise.

I think the State meet situation is simply a reflection on the condition of most of our Florida chapters. The newsletter is a prime example. Input from the members is non-existent. I don't think there have been more than one or two member submissions in the past 5 years. Lack of motivation to contribute and/or participate has become the norm.

Using the schedule of the past decade, the *Sunshine Chapter* is in line to host the meet for 2019. If there is one, I hope you will make an effort to join in. You might not get another chance.

## The Elusive Motor Kit

By Frank Ambrogio



In August 2018, I spotted an Ebay auction which stated, *Studebaker-1956-golden-hawk-motor-kit-1552468-NOS*. The description stated, *"1956 Packard Studebaker Hawk Motor Kit for right side power window. New old stock in factory packaging. Part # 1552468. Never opened. Be the first to open this box in 60 + years. Smell that original Packard factory air. This box was once part of Steve Williams Packard Studebaker in California. Obtained in the 1960's from dealership"*.

I searched through all my parts catalogs from 1953 through 1964, but could not find this part # anywhere. Although I'm supposed to be the 1956 Golden Hawk *expert*, the fact is that I don't know as much as people give me credit for. However, I do have several *go to* guys, in this case Brent Hagen and Joe Hall, who between them have been able to answer any of my questions.

This time however, they were also at a loss also. Joe wrote, *"Nope, never seen it before, but the description says it is an electric window motor, right side."* Brent added, *"The 56-58 power window motor number is 1312250 and is not superceded. I am stumped on what it goes to. Power window motors don't have a right and a left motor, they are the same. It is a different p/n that used for Avanti's. Could be for a GT Hawk, though the parts book does not list it. I once parted out a GT Hawk that had power windows."*

I decided to write to the seller. I told him that none of us had ever seen that part # and asked how he determined it was for a 1956 Golden Hawk. His reply, *"I typed the part number in my search engine. Google led me to a sight that said it was for a 1956 golden hawk."*

Simple enough I thought. I did a Google search and got an extensive list, but they all seemed to have the message, "missing 1552468". Parading down the list, I stumbled upon one that looked like it might provide the answer because this one included the part # as part of the description. A closer examination of the link brought quite a surprise, it was a link to my own 1956 Golden Hawk web site at [www.1956GoldenHawk.com](http://www.1956GoldenHawk.com). It turns out that this part # was identified in *Service Bulletin # 359 from January 1961*. Many years ago, I posted all the Service Bulletins on that 56 GH web site, if they pertained to the 1956 Golden Hawk (56J).

Unfortunately, I only had the last page of the six page Bulletin, which had been sent to me by Brent Hagen in the early 1990s. The information appeared at the top of page 6, but the identification as to what it was and what models it pertained to began at the bottom of page 5. I wrote to Brent to see if he had the full Bulletin and would send page 5 to me. As has been the case for almost 30 years, Brent came through once again. I forwarded the information to the Ebay seller, who corrected his auction.

The Motor Kit in this instance, was for 1955 and 1956 Packards. So an incorrectly identified Ebay auction, and the single page from an SDC Service Bulletin, that was the only place that part # appeared, just happened to come together and solve this mystery.

I still could not figure out why the part # did not appear in my Packard parts catalog. When I know the part #, I go to the index which directs me to the location where it is described in the catalog.

So, now that I knew it was for electric windows for 1955 and 1956 Packards, I knew where to look in the parts catalog. I found it in section 30.50212 *Motor Assy-Window Regulator Electric*. The original part # is 474386-87, but in my book, that number is crossed out and 1552468-9 is hand written to the left. Somewhere through the years, someone was aware of this change and made the notation.

While searching for Service Bulletin # 359, I chanced upon a Packard web site at [www.packardinfo.com](http://www.packardinfo.com). They had posted most of the *Packard Service Councilor Bulletins*, and several *Studebaker Service Bulletins*. However, they were missing six of the Studebaker Bulletins. I asked Brent if he had them, and if so would he let me borrow them. I would scan them into searchable .pdf files and forward them to the Packard club. Once again, Brent was so accommodating, and the package was on its way to me, the next day.

30.479-30.50225	DOORS-DOOR REAR WINDOW	30.479-30.50225
30.479	DUST SEAL-WINDOW	
45544-45	5551; 5652	RT-CT, FOWER..... 1
48434-41	5551; 5652	RT-CT, OUTER..... 1
48434-47	5542-62-82; 5642-62-72A-82	RT-CT, FOWER..... 1
48434-45	5542-62-82; 5642-62-72A-82	RT-CT, OUTER..... 1
437591	ALL 5578; 5678	CRIP, OUTER BEARING..... 2
30.480	MOLDING-WINDOW FINISHING	
42475-47	5552-62-62	RT-CT..... 1
43775-51	5552; ALL 5678	RT-CT..... 1
616117	ALL 5578; 5678	SCREW #8 X 3/8..... 10
616133	ALL 5578; 5678	SCREW #4 X 3/8..... 6
30.489	GLASS-WINDOW	
425388	ALL 5578; 5678	HEAT ABSORPTION FIVE..... 2
437935	ALL 5578; 5678	HEAT ABSORPTION FIVE..... 2
30.4957	STOP-WINDOW GLASS	
411591	ALL 5578; 5678	SCREW 1/4-80 X 9/16..... 2
372211	ALL 5578; 5678	SCREW 1/4-80 X 9/16..... 2
30.500	LIFTER ASSY-WINDOW	
484398	ALL 5578; 5678	..... 2
30.5005	CUSHION-WINDOW LIFTER TO GLASS RUBBER	
514805	ALL 5578; 5678	..... 2
30.502	REGULATOR ASSY-WINDOW	
455278-73	ALL 5578	RT-CT, 12" TYPE, USE WITH 1 1/2"..... 1
475194-65	ALL 5578; 5678	C-2, WIPER PLATE..... 1
461856-57	5512-52-82; 5612-52-72A-82	RT-CT, 12" TYPE, USE WITH 1 1/2"..... 1
474425-27	5542-62-82; 5642-62-72A-82	RT-CT, 12" TYPE, USE WITH 1 1/2"..... 1
435477	ALL 5578; 5678	SCREW #12-24 X 1/2..... 12
455038	ALL 5578; 5678	WASHER, LEATHER, TO LIFTER..... 2
300104	ALL 5578; 5678	WASHER, STEEL, TO LIFTER..... 2
375038	ALL 5578; 5678	RETAINER, SPRING STR, TO LIFTER..... 2
30.50212	MOTOR ASSY-WINDOW REGULATOR ELECTRIC	
474386-87	5542-62-82; 5642-62-72A-82	RT-CT, INCLUDES TRANSDUCTION HOUSING..... 1
015118	ALL 5578; 5678	SCREW #12-24 X 1 3/4..... 6
0150217	ALL 5578; 5678	LOCKWASHER #10..... 6
30.50216	PLATE-WINDOW REGULATOR ELEC MOTOR MOUNTING	
474393	5542-62-82; 5642-62-72A-82	..... 2
30.50217	INSULATOR-WINDOW REGULATOR ELEC MOTOR MOUNTING PLATE	
474378	5542-62-82; 5642-62-72A-82	..... 4
30.5022	COVER AND BUSHING ASSY-WINDOW REGULATOR ELEC MOTOR TRAN	
474391	5542-62-82; 5642-62-72A-82	..... 2
30.50223	SHAFT AND PINION ASSY-WINDOW REGULATOR ELEC MOTOR TRANS	
474382	5542-62-82; 5642-62-72A-82	..... 2
30.50225	WORM GEAR-WINDOW REGULATOR ELEC MOTOR TRANS	
474392	5542-62-82; 5642-62-72A-82	..... 2

When they arrive, I will the scan them and forward them to the Packard club web master, for him to add them to their web site. There is an old saying which went something like, *One hand washes the other*. Maybe if I or Brent Hagen need something from the Packard club in the future, they will remember how they got those missing Studebaker Service Bulletins.

## It's Hope for Studebaker International

By Frank Ambrogio

I am sure many of you already know this, but it was news to me. A few weeks ago, I was speaking with Tom Curtis, who bought one of my Studebakers. He informed me that the new owners of *Studebaker International* would close both the South Bend and Greenfield Indiana locations and move the entire operation to Hope IN.

I have a feeling that a lot of low volume selling parts will not make the trip, and where they might end up is anybody's guess. For instance, if they have 1000 hoods for a Zip Van, it is highly unlikely they will ever sell them during the next fifty years.

Here is what I found on the Internet: *We are currently located in Greenfield, IN. We will be moving to Hope within the next two months. We are looking to hire someone on here in Greenfield and then follow us down to Hope.*

If you are looking for a job in the Studebaker world, this might be something to think about, especially if you don't like Florida winters. At my age, I think I am right where I need to be, and I'll pass on sending in my application.

Since I sold both my cars, this will have little if any, impact on me. At least it is good to know that the *Studebaker International* operation seems on track to carry on the with the former Ed Reynolds parts offerings.

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

*Information about our parent club and chapter*

◦ **SDC National Officers**

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**Vice President** Don Cox  
**Secretary** Cindy Foust  
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**Editors** Ann Turner  
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**Zone Coordinator** John Baumgarten  
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Join the Studebaker Drivers Club online at [www.studebakerdriversclub.com/joinsdc.asp](http://www.studebakerdriversclub.com/joinsdc.asp)

◦ **OAC Chapter Officers**

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**Membership Director** Bob Coolidge  
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**Newsletter Editor:** Charlie Steffy  
**Web Site Maintenance** Frank Ambrogio

**Renewal cost for a printed version of Greasy Prints is \$10.00.**

Send your **Name**, **Spouse's Name**, **Address**, **Phone #**, **Email address**, and list of **Studebakers owned**, along with your check made payable to:

**Orlando Area Chapter - SDC**

**Mail to:**

**Bob Coolidge**

**3860 Bird Dog Lane**

**DeLand, FL 32724-7425**

Bob Coolidge, 386-736-1016, [trnstrtrk@bellsouth.net](mailto:trnstrtrk@bellsouth.net)

## **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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