

GREASY PRINTS



A BI-MONTHLY PUBLICATION OF THE ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB

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VOLUME 15

NUMBER 2

1996 OLD CARS GOLDEN QUILL AWARD WINNER

JANUARY-FEBRUARY 1998

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

STATE MEET REVISITED

A look at the meet from a different perspective

With the old year behind us, I wanted to touch on a few items concerning the last state meet hosted by the OAC in Alachua.

Despite the rain on the day of the show, I think we can safely say that the meet was a success. There are many ways to measure success. One measurement might be the amount of money the chapter made. Others might be the number of cars or the number of people participating. I think we could measure its success by another yardstick.

At the 1995 SDC International in Dearborn, I had the pleasure of meeting Paul & Wanda Wallace. Paul was just finishing up his duty as SDC President. We had a rather lengthy conversation at the swap area where he and Wanda were managing the SDC Club Store.

Our conversation turned to car meets and Paul made a statement which uncovered a latent opinion I've had ever since I got into the old car hobby. His observation went something like this.

When you put on a meet or show, it doesn't have to "the best meet ever". It doesn't even have to be "better than last year's meet". The only thing that matters is that it is a "good meet".

The last State Meet in Alachua was a good meet. There were several reasons. It was certainly affordable and this brought out the cars and people. The extra trophy per class gave some fringe players a chance to experience the fun of going home with a nice reminder of the meet. The hospitality room was buzzing with activity and the banquet turned out quite well.

But the main reason it was a good meet is because the meet was fun. Many first timers returned to the registration table to tell

Anita that they were having a great time. That, to me, is the whole reason for having the meet.

We all find enjoyment in different ways. For me, it was seeing the enthusiasm Bill Kolar displayed all weekend. He won a first place award for his outstanding 1957 Golden Hawk, but I know he would have gone home happy even if he hadn't won. Something I really hadn't noticed before was that Steve Kennedy's 1958 Commander 4 door was looking exceptionally good that day. The car that started the club is in good hands.

Another example was meeting Mickey Prankas who told me that the long inactive Sunshine Chapter had been jump started. He gave me a copy of their latest newsletter and I am now exchanging copies with their editor Tom Cheesborough. Their newsletter is called *Rekabeduts*. The name may be spelled backwards but the chapter is going Avanti.

I have always felt that even if the club lost a little money on the meet, it would be money well spent. We spend club money on the picnic and other events, so why should the State Meet have to be viewed as a fund raiser?

A good meet, to me, is not measured in terms of quantity. It is measured in terms of quality. We could have had a good meet with half the participants if the level of enjoyment remained consistent. I hope the other chapters take note and adopt this position when their turn as host comes up.

Paul's words were echoing through my mind that entire weekend. As it turned out, he and Wanda attended our meet as they had done the previous year. I hope they went home thinking that ours was a "good meet".

MEMBERSHIP DIRECTOR/EDITOR

Your 1998 OAC roster is included with this issue. As of this report, there are 63 families registered. Changes should be reported to me as soon as possible.



WELCOME TO:

Kerry & Joyce Kreider of Floral City who joined us after the state meet. They have a 1956 Commander Parkview 2 door station Wagon. We would also like to say welcome back to Sid & Marge Hinchliff, Noah & Versie Dancy, Oscar Koberg and Russell Lane who have all rejoined after an absence of several years.

Special congratulations are in order to Stephen & Kimberly Cade who tied the knot just prior to the State Meet.

The International meet held in South Bend last June will be featured on the *My Classic Car TV* series on *TNN*. The meet episode is currently scheduled for the 3rd weekend in January. See *Turning Wheels*.

I was speaking with member Bill Hahn from Holly Hill a few weeks ago. He told me about a 1949 Pickup truck that a lady was selling. You can check out the ad in the want ads. He also suggested that perhaps our club should consider obtaining a booth at the *Turkey Rod Run* for next November. We could sell our own items and also promote the *Studebaker Drivers Club* as well as our chapter.

I mentioned the *Speedway Spectacular*, held in March, which perhaps is something to consider also. It sounds like something we should talk about at our next meeting. Does anyone want to take charge of the project?

This is the first issue of the new year. Due to the Holiday season, and depending on last minute items, the usual 10 pages may be reduced. As always, you are encouraged to submit articles for the newsletter. I've included the yearly calendar on the inside back page so you will have a handy reference for our meeting and breakfast dates.

Through the years, I've been amazed at some of the questions that have been asked at our meetings or during other conversations. Since I've been around from the beginning, I guess I take many things for granted as common knowledge.

I thought you might find it interesting to see just what you know about the *Orlando Area Chapter*. The following quiz is presented to test your knowledge of your chapter. It is also a chance for new members to get up to speed. I hope you will take the time and give it an honest effort. I'm sure the results will surprise you.

CHAPTER QUIZ

Most, if not all, of the answers are located in this issue (cheating is not only encouraged, but probably necessary)

CHAPTER INFORMATION

01. Who is our Vice President? _____
02. Who is our Treasurer? _____
03. Do any of our officers actually live in Orlando? _____
04. How many officer (positions) do we have on our Board? _____
05. When (what year) was our club established? _____
06. What year did we receive our *Studebaker Drivers Club* charter? _____

REGULAR EVENTS

07. On which Sunday of the month do we have our breakfasts? _____
08. Do we meet for breakfast during the summer months? _____
09. Where do we have our last Sunday of the month breakfasts? _____
10. On which Saturday of the month do we have our meetings? _____
11. What is the date range that our meetings can be held (1-7, 8-14, 15-21, or 22-31)? _____
12. Do we have meetings during the summer months? _____
13. Where do we hold our regular membership meetings? _____

NEWSLETTER

14. How many pages are normally included in one newsletter? _____
15. Can Want Ads be submitted over the phone? _____
16. What award did our newsletter receive for 1996? _____
17. What is the deadline date for sending items to the newsletter? _____
18. Is the deadline, for submitting items, on even or odd months? _____
19. How many items have you contributed to this issue? (you might have to look forever for this one) _____
20. Is our newsletter published monthly, bi-monthly, or quarterly? _____
21. How much does it cost to submit an ad for the newsletter? _____
22. Who, besides the editor, has contributed to this issue? _____

MEMBERSHIP

23. Approximately, how many memberships are in our chapter? _____
24. Does the number of memberships indicate individuals or families? _____

SPECIAL EVENTS

25. How many times a year do we have our annual picnic? _____
26. How many times a year do we have our annual Christmas dinner? _____

GIMME

- xx. How many questions were you able to answer without cheating? _____

Number of correct answers (wo/cheating):
1-7 = Champion, 8-14 = Dictator
15-20 = Commander, 21+ = President

ACTIVITIES DIRECTOR'S REPORT

By Marty Burns



Well, fellow Studeholics, the '97 year is history. Our Christmas Party went off with nary a hitch with about 35 attendees. Our now traditional, gift auction was another entertaining hit. With several items changing many owners before we ran out of things to open. The most unique was an exploding Mickey Mouse watch which, had it come to light earlier in the trading, would probably have had it's finish worn off before the end!

I've had a very interesting six weeks or so. The modifications to the property, mandated by the zoning S.S. are finally done and await final inspection. Our old pecan tree which had an upcoming date with my chainsaw, fell over about a week after I had the privacy fence completed. It only grazed one of my seed-grown lemon trees and hit the just finished fence. Fortunately, it only knocked two boards off. They are now reinstalled. I cut up the majority of it. I'm still picking up the small stuff.

Studley is still waiting for major engine work/replacement. I am still waiting to get the time/money/inclination to do it. It still runs and drives. But, only on six of the eight. Two of the cylinders have lost compression. One from a burnt exhaust valve. The other is pumping oil. Probably a bad ring or two. Jean-Luc is filling in reasonably well, except that the left front tire was going bald on the inside. I checked the toe in twice in six months and it was O.K. Upon checking deeper, I discovered the mechanic who last worked on the front end set all of the "+" settings at "-" and did the "-" at "+" on that side. I went to check the other side and couldn't set it. One of the upper, outer control arm pivot anchors was NOT THERE! No wonder I got a "click" from that area now and then. I have recently (between raindrops and the occasional ark full of animals) fixed that. I'll get it set soon.

I have also finally gotten a couple of Bill Coffield's repairs done. It was one of those regular Mack Sennet epics. Corner one of us some time if you're into Murphy's law at all.

At breakfast, Bill and I were the only Studebaker DRIVERS present. There were 6 (Count 'em. six!) visitors. And 8 members. Paul White is going to get the info on the Eustis parade in Feb. He said he'd get more info on exactly when. Let's start planning NOW! Let me or Paul know who's planning on coming and what cars will be there. I am sure of TWO. One of mine and at least one of Paul's. Anyone else?

There's not much going on in the area. I

haven't located any but the ones listed below. Frankly, I have been otherwise occupied recently. I Haven't heard from anyone either.

Feb. 19-20 ZEPHYRHILLS - 24th Annual Winterfest - Numerous goings-on, Info. 813-920-7206.

March 28-29 DAYTONA - 9th Annual Spring Car Show & Swap Meet - \$15 pre/\$20 after March 18 INFO: 904-255-7355.

I would like to slip off from Studebakers for a bit and get into a personal note.

As some of you know (and others are about to find out.) I was abused as a child. As was my sister. I Left home at 17 to get away from the sperm donor. My sister got married too soon for the same reason. My mother who has her own faults, seemed to think she was going to "help" him. Stuck with the fool for 50 years. The last 5 being psychologically horrible. My advice and my sister's (both of us have degrees involving Psychology. She teaches) for years has been "dump the S.O.B. He'll only get more dangerous. We were right.

Sunday evening before Thanksgiving, he settled an argument HE started, by hitting her, knocking her down and strangling her into unconsciousness. Then kicked her legs because she didn't get up soon enough. For some reason she didn't call the cops. Didn't call me either, fortunately. With my temper and at least 40 years of resentment, I can predict (and you might guess) the final solution to the harassment and abuse.

They showed up at my door Monday noon. While he occupied the bathroom, my very upset mother told me what happened. I went OFF! I figured that, if my competent mother was at the point of bringing the problem to me, she was at the end of her rope and wanted me to solve it. And I was going to! He, of course, first denied it went that far. Then claimed she "started it" by grabbing his wrist (probably a defensive move) and she'd "get it again if she ever lifts a hand again!" I ordered him the ---- OFF my property!" Threatened to physically remove him from the porch. He started in on verbally abusing me! That did it! I called the OPD! NOBODY does that to me, EVER, and gets away with it. Somehow, I kept my head and didn't get physical. I told him, "WE'RE DONE A-----E! You two are DONE!" I won't relate the entire story. Maybe I'll put it in at the end of the book I'm writing. Suffice to say, she got a permanent protective injunction, is prepping a divorce (finally, thank goodness!), he is in N.Y. (I don't care where!), and for me at least (and maybe, for her) there was a REASON for Thanksgiving. Christmas was the best I've had in decades! I didn't get much STUFF, but, my mother being safe and the knowledge that I wouldn't end up in the nuthouse

(diminished capacity, you know) or a prison (for You-Know-What!) was more than enough!

This may sound petty (and I really don't care!) But, I got what appeared to be a Christmas card with familiar writing on the address. I chucked it! I mentioned it to a neighbor who said, "It might have contained a check." I DO NOT CARE! I meant what I said, WE ARE D-O-N-E! Have a nice trip to HADES old man!

I know this has been a bummer to most who have read it. If any of you are in or know of this type of situation, DO NOT WAIT 50 YEARS! GET THE HELL OUT! You don't want YOUR son to have reason to do his OWN version of this essay, DO YOU? You do your kids no favors by staying together "for the kids". Irreparable damage is done to them, and you CANNOT FIX the aggressor!

THANK YOU - MARTY

By the way, I have a man's size 12 Black Hills gold ring with black onyx, white and pink gold inlaid filigreed mounting with a gold eagle head mounted. \$290 new. Sell for \$175 OBO.

Editor's Note: A car club newsletter such as ours is not really the appropriate vehicle for the previous article. It is certainly more suited to a publication such as the Orlando Sentinel. As your editor, I try to include items related to our purpose and interest. However, I decided to run it for several reasons. Number one, as in the past, no one else contributed any material to this issue. There was plenty of space in this issue and Marty submitted something to fill some of that space. Number two, I don't want to make the only contributor unhappy. Marty has been a faithful supporter and a big help to me for the past several years. Three, though unrelated to our purpose, it does have some social significance and could possibly be of value to someone in a similar situation. If you have an opinion on this, I wish you would let Marty know your thoughts. I think I've just expressed mine.

PEN LIGHTS

(STORIES FROM AROUND THE HOBBY)

THE PARTS STORE SAGA

"Parts is parts" gets a new definition

By Marty Burns

I thought you might like to hear about an interesting trip that Bill Coffield and I had on August 17th. Bill had called me earlier in the weekend to tell me that Kermit's '50 Champion wouldn't start. Had also told me earlier in the week that he got an idler arm too. I figured I'd kill two birds with one trip to Altamonte.

A bit of poking and prodding determined that the coil was on permanent vacation. As we who still have 6 volt positive ground cars know, stuff can be hard to find on a regular work day. Forget Sunday! With some trepidation, we headed off to the nearest chain auto store. One of the places owned by the "Energetic Young males". I knew we were in trouble when, after asking for some spark plugs, which Bill reasoned should also be replaced, I put the bad coil on the counter and said, "We'll need one of these if you've got one." The counterman said, "What is that?" I was taken a little aback. Thought he was kidding at first. He wasn't. I explained what it was and what it fit. Also said it probably wouldn't be in his computer. So, he'd probably have to use the cross reference book and use the Neihoff # on the part. I commented to Bill that they should hire auto experienced people for an auto parts store. The guy probably heard me. His already poor attitude got worse. From his computer terminal across the aisle, the guy says "Which company builds Studebaker?" I replied "Studebaker". He repeated his question. I said, "Studebaker built their own cars." "But, you won't find it." "They've been out of business over 30 years. Just cross the Neihoff #." He gave me a disgusted look and started flipping through a book. After a bit, he got someone else to help. To no avail. After a few more minutes, he brought the coil back and said they didn't have any numbers for Neihoff so it must be an oddball. I informed him that they were only "about a Hundred years old and a basic supplier for ages." I was really annoyed. And I didn't mask it as I turned to leave. The jerk said, "I don't know what your problem is. You've got some attitude." That did it!! I had enough of HIS attitude! He had admitted that this was his third day there. When I laid into him about his attitude, he started with how he was studying to be a para-legal. As if that made him somehow above a lowly mechanic. I just told him to "Go be a para-legal and let someone who knows a little about cars have a job they deserve." I was walking away at the time. As Bill headed to the checkout, I headed for the manager. I wasn't about to put up with THAT without some repercussions. Told the manager that I also have a college education in a field much more difficult to get into than even Law and that, even if I had only a basic education, that didn't give that incompetent jerk the right to blame me for his not being able to do his job. I told him that, if that guy treated one of my customers that way, he'd be on his keister in the parking lot in about 30 seconds. I told the guy that I knew that the part would be hard, if not impossible to find in a chain store. But, the worst I expected was a "Gee man, we don't stock stuff for old cars." not a rash of lip. He was very apologetic. I related the bit about his not knowing what the coil was by handing it to the manager and asking "Can you tell me what this' is?" With a kind of odd look on his

face he answered, "It's an ignition coil." I said, "Your new employee didn't know". It seems to me that part of the job description should be have a familiarity with auto parts and not just knowing how to poke the buttons on one of those stupid keyboards. The manager told me that he would handle the "Attitude Adjustment" and try to look up a coil for me. Came back after about 10 minutes and said "You're gonna hate me but, it seems that the front office pulled all the 6 volt stuff out of here a couple of months ago." I told him "Thanks anyhow. We'll just have to try somewhere else."

We went to A. Z. and had one in about 5 minutes and most of that was just waiting for everyone in front of us to be served. I didn't have to tell them what it was!! I did have to tell him to look up mid 60's VW on his computer. But, he seemed glad for the help!

SEARCH LIGHTS WANT ADS



CARS TRUCKS

NOTICE

Member ads and ads for any Studebaker are free. They will run at least 2 times, must include the city and must be submitted in writing.

CARS FOR SALE

1947 CHAMPION 4 DR 6 Cyl W/OD, radio, and heater. Has new seat cover & door panels, needs new headliner & floor mats. Has all new brakes, needs hill holder, has a new "el Cheapo" paint job (bad). Runs great \$2,500. Larry Good, 9401 Bay Pines Blvd, St. Petersburg FL 33708, days, 813-392-2198, nights 813-596-5550.

1949 2R10-22 2/4 ton pickup, 8' bed, good tires, little rust, runs and drives well, 58,000 miles \$2995 OBO. Eleanor M. Suba, 835 N. Wild Olive, Daytona Beach FL 32114, 904-238-6065.

1955 SPEEDSTER, runs, condition 4/5, auto, power steering, power brakes, restoration begun, car in primer, has original leather interior and wire wheel covers, interior restoration not yet started, lost storage, asking \$3500. Jim Morgan, 205 Carrigan Blvd., Merritt Island FL 32952, 407-453-0986.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, FL 32703, 407-889-9252.

1963 AVANTI \$3500, (no info available), Armon Hiltz, 813-447-3375 (Clearwater).

PARTS/ACCESSORIES FOR SALE

STEPHEN ALLEN'S AUTO has new & used Studebaker & Packard parts. N.O.S. parts, mechanical, electrical & trim. VISA, MC, DISC accepted. 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369, 800-532-1236 (orders only).

2 Packard/Golden Hawk 352" V-8 engines. One runs, other complete and turns freely. These are actual Golden Hawk engines. 3 speed w/O.D. & bellhousing and flywheel fitted to running engine. I can load up 4 U. \$446.87 for all. Will partial trade for good running Studebaker V-8 any size, 1955 and up. Bill Hahn 904-255-6093 after 5pm.

352" Packard (1956 Golden Hawk) V-8 engine, complete and nice minus carburetor, Stephen Cade, 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369

1951 STUDEBAKER 2R5 PICKUP TRUCK USED PARTS FOR SALE all parts used but in good condition. Transmission \$50, 6 cyl motor (not running) block heads rods pistons crank oil pan \$75, front axle complete with hubs \$50, 1 carburetor \$20, 1 generator \$15, 4 original wheels \$40, 1 starter \$15, front springs \$20, complete instrument panel \$25, all the above at one time purchase \$200. Charlie Downing, 2253 Oxbow Rd, Jacksonville FL 32210, phone 904-781-4138.

FOR SALE. 1950 Pickup steering wheel good \$25, steering column w/gearbox \$20, rear fender shields NOS \$30. 1950 Pickup right rear fender \$50. 1951 hubcap 11 inch \$8. 1952 tail light lens \$3, tail light housings \$2, dome light complete \$3, dome light lens \$2, parking light lens \$2, timing gear \$5, oil filler cap \$2, door handles \$2, trunk handle/lock pitted \$5, dist cap & rotor 8 cyl \$2, wheelcover \$8, new Stromberg WW carb \$65. 1955 NOS tail light housing sedan \$10, windshield wraparound good \$50, wheels exc cond (2) \$10 each. 1955 vent windows front & rear set of 4 \$1.99 (year end special), front bumper \$20 1955 window regulators \$10. 1957 Hawk left end fin trim NOS \$35. 1961-1964 OHV-6 int/exh manifold \$25. 1962, 1963 wheelcovers \$8 ea. 1963 Cruiser vanities \$5 ea. 1963 Lark front windshield good \$35, rear windshield good \$15. 1964-66 Lark door left rear good w/glass \$20, rear bumpers \$10-\$15, window regulators 2 dr \$10. AC system complete (compressor, evaporator, & condenser) \$150. Lark steering wheels \$5 ea. T-cab pickup custom rear bumper \$10. Transmissions T-86E-1 (short) \$50, T86E-1T (long) \$50. Paul White, 32404 Okaloosa, Sorrento FL 32776, 352-383-7279.

1963-1964 GT HAWK parts, many items, call or write. Jerry Ray, 1012 Cama Ct, Winter Springs, FL 32708, 407-699-5364 (5:00 pm to 8:30 pm ONLY).

FERN PARK AUTO PARTS, 1420 E. Hwy 436 (2

blocks W. of 17/92), foreign & domestic, machine shop service, hard to find parts our specialty (no body parts). 407-339-3509.

VEHICLES/PARTS WANTED

SERVICEABLE 169 CUBIC INCH six cylinder overhead valve engine, complete or short block. Threw rod in *Mud Lark*. Jim Morgan, 205 Carrigan Blvd., Merritt Island FL 32952, 407-453-0986.

1972 - 1980 TURNING WHEELS
Paul White, 32404 Okaloosa, Sorrento FL 32776, 352-383-7279.

SERVICES OFFERED

AUTO MECHANICAL REPAIR SERVICE. Studebakers are my specialty. If I can be of help, call Marty Burns, 407-422-6706.

BUFFY'S STAINLESS STEEL RESTORATION, buffing, dent removal, scrapes. Warren Light - owner, 2900 Cave Cay Drive 3C, Clearwater, FL 33760, 800-479-4487

HEAD LIGHTS



CALENDAR OF EVENTS

Regularly Scheduled Chapter Events

ORLANDO AREA CHAPTER (OAC) MEMBERSHIP MEETINGS are held at 7:00 pm on the 2nd Saturday of each month from Sept-May at *Sanford Motor Co.* 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd.

OAC MONTHLY BREAKFASTS are held at 8:00 am on the last Sunday of each month at: *Quincy's Family Steak House*, US Hwy 441 (Orange Blossom Trail), one block north of Lee Road/John Young Parkway (423). **BYOB (Bring Your Old Baker).**

JANUARY

10 OAC monthly membership meeting, 7:00 pm.

19-21 KRUSE INTERNATIONAL auction and car show at Disney's Wide World of Sports Complex. Car show \$25.00, 407-828-FANS.

25 OAC monthly breakfast, 8:00 am.

FEBRUARY

14 OAC monthly membership meeting, 7:00 pm.

20-22 YORK SWAP MEET, York, PA

22 OAC monthly breakfast, 8:00 am.

27-28 17TH Annual Orange Blossom Whitacre's Winter Meet in Oxford, 352-748-2922.

MARCH

14 OAC monthly membership meeting, 7:00 pm.

21-22 5th NASHVILLE SWAP MEET

29 OAC monthly breakfast, 8:00 am.

APRIL

11 OAC monthly membership meeting, 7:00 pm.

17-18 SE ZONE MEET, Charlotte Motor Speedway

26 OAC monthly breakfast, 8:00 am.

MAY

09 7:00pm OAC MEETING

16 DOGWOOD MEET, Knoxville, TN.

28-JULY 04 34th SDC INTERNATIONAL MEET at the Hyatt Regency Hotel in Austin Texas. See *Turning Wheels* for details.

31 8:00am OAC BREAKFAST

JUNE

28 8:00am OAC BREAKFAST

JULY

26 8:00am OAC BREAKFAST

AUGUST

30 8:00am OAC BREAKFAST

THINGS TO REMEMBER

Always keep your club roster and a membership application handy.



Join one or more of the groups helping the old car hobbyist. This is a serious matter and warrants your attention.

Let Marty or Paul know if you plan to participate in the Eustis parade in February.

If you spot any errors in the roster, let me know so they can be corrected.

Get your story ready and submit it so everyone can read it in the next issue. Otherwise, Marty has promised to take the gloves off and write something that *might* offend someone.



For additional information call toll free 1-800-514-SEMA

1998 ORLANDO AREA CHAPTER ROSTER

December 30, 1997

FERNANDO & JOYCE ALBERT
P. O. BOX 947674
MAITLAND, FL 32794
407-645-0936
1963 GT HAWK

CHRIS & BARBARA ALTENBURG
340 STONEWALL COURT
DUBLIN, OHIO 43017-1333
614-792-7839
1963 GT HAWK

FRANK & ANITA AMBROGIO
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233
352-735-9193
1956 STUDEBAKER GOLDEN HAWK

JIM & DEB BEEKMAN
3507 ANGELICA ST.
COCOA, FLORIDA 32926
407-632-5279
1951 C CAB PICKUP TRUCK

BARRY M. BRINSON
P. O. BOX 1290
THONOTOSASSA, FLORIDA 33592
813-986-2778
1963 GT HAWK R-1

MIKE & DIANA BRYAN
6525 LAKE CHARM CIRCLE
OVIEDO, FLORIDA 32765
407-365-3031
1961 HAWK

A. L. A. BRYANTON
P.O. BOX 10365
JACKSONVILLE, FL 32247
904-260-8802
1987 AVANTI COUPE

NORMAN & CAROLYN BURGESS
P.O. BOX 1892
ALACHUA, FL. 32616
904-462-4823
1963 CHAMP PICKUP

J. MARTIN (MARTY) BURNS
1415 W. SMITH ST.
ORLANDO, FL. 32804
407-422-6706
1955 COMMANDER 2 DOOR HARDTOP

DR. ROBERT & MARY CADE
529 N. W. 58TH STREET
GAINESVILLE, FLORIDA 32607
904-338-0951
30 DICTATOR, 53 SDN, 56 SKY HK

STEPHEN & KIMBERLY CADE
561 N. W. 58TH STREET
GAINESVILLE, FLORIDA 32607
352-532-5628
1956 E 28 FARM TRUCK

GARRY LEE & LYNN CASSELL
3061 DEMARET DR.
TITUSVILLE, FL. 32780
407-264-1089
1962 DAYTONA HARDTOP

STU & THELMA CHAPMAN
22-2145 COUNTRY CLUB DRIVE
BURLINGTON, ONTARIO L7M 4E1 CANADA
905-319-8882
1965 CRUISER SEDAN

BILL & ESTHER COFFIELD
615 HERMITS TRAIL
ALTAMONTE SPRINGS, FL 32701
407-260-6579
1950 CHAMPION 2 DOOR COUPE

ROBERT & LORRAINE COOLIDGE
207 RINGWOOD DRIVE
WINTER SPRINGS, FL 32708
407-695-4992
1949 LAND CRUISER 4 DOOR

HAROLD & SUSAN CRAIGE
1111 E. BLOOMFIELD DR.
INVERNESS, FLORIDA 34453
352-344-4468
1948 COMMANDER STARLIGHT COUPE

DAVE & SHARON CRAMP III
1091 PINEVIEW TRAIL
KISSIMEE, FLORIDA 34747
407-396-6830
1959 STUDEBAKER SILVER HAWK

NOAH & VERSIE DANCY
RT # 7 BOX 748C
LAKE CITY, FLORIDA 32055
904-752-3645
1962 CHAMP PICKUP SWB

DON DODGEN
915 W. CONCORD AVE.
ORLANDO, FL. 32805
407-425-8090
1964 DAYTONA CONVERTIBLE

GERALD & CHARLENE DOUCETTE JR.
6375 HUDSON RD.
PORT ST. JOHN FLORIDA 32927
407-639-4505
1955 COMMANDER COUPE

MIKE DURFEE & JANE KALIL
6313 SOUTH HAROLD AVE.
TAMPA, FLORIDA 33616-2612
813-831-3256
1955 STUDEBAKER 1 TON TRUCK

JEFF & LOU ELLIOTT
32126 WACASSA TRAIL
SORRENTO, FL 32776
352-383-0841

MARVIN & CINDY EVANS
37212 ROLLING ACRES RD.
LADY LAKE, FLORIDA 32159
352-787-0461
1952 LAND CRUISER

DEAN & JEAN GESSNER
P. O. BOX 428
YALAHA, FLORIDA 34797
352-324-2230
1951 CHAMPION 4 DR

LEROY & HELEN GESSNER
13816 N.C. 475
OXFORD, FLORIDA 34484
352-748-6807
1950 CHAMPION BUSINESS COUPE

JERRY & TERRY GIMZEK
4910 SHADE TREE STREET
COCOA, FLORIDA 32926
407-634-1993
1940 COMMANDER 4 DOOR 10A

LARRY & BARBARA GOLUB
102 WILD PLUM
LONGWOOD, FL 32779
407-788-0117
1964 GT HAWK

LARRY & JOANNE GOOD
10035 - 133RD ST. N.
SEMINOLE, FL 34646
813-596-5550
1957 GOLDEN HAWK

JOHN & JOANN GORMICAN
980 WEST MCCORMICK RD.
APOPKA, FLORIDA 32703
407-889-9252
1964 CHALLENGER 4 DOOR

BILL HAHN
543 DAYTONA AVENUE
HOLLY HILL, FL. 32117-3758
904-255-6093
1953 PICK UP

SID & MARGE HINCHLIFF
428 E. CRYSTAL LK. ST.
ORLANDO, FLORIDA 32806
407-648-1076
1953 STUDEBAKER COMMANDER CPE

STEVE KENNEDY
117 EAST SILVER STAR RD
OCOOEE, FLORIDA 34761-2207
407-877-8545
1958 COMMANDER 4 DOOR

OSCAR KOBERG
191 GARFIELD ROAD
DELTONA, FL. 32725
407-574-7109
1932 ST REGIS BROUGHAM 6 CYL

BILL & BONNIE KOLAR
1665 BROOKSIDE BLVD.
JACKSONVILLE, FLORIDA 32207
904-396-0640
1957 GOLDEN HAWK

RUSSELL E. LANE
3301 S.W. ARCHER RD. #11-C
GAINESVILLE, FL. 32608
904-335-7459
1963 GT HAWK

FRED LAYMAN
4047 RUTH RD.
LAKE WORTH, FLORIDA 33461-2739
561-964-2527
1962 LARK STATION WAGON

BRUCE & BARBARA MANNE
1531 OAK FOREST DRIVE
ORMOND BEACH, FL 32174
904-677-4302
1950 COMMANDER 4 DOOR

JIM & ANN MORGAN
205 CARRIGAN BLVD.
MERRITT ISLAND, FL. 32952
407-453-0986
1956 STUDEBAKER GOLDEN HAWK

ROBERT AND DELORES OAKES
203 PALM STREET
FRUITLAND PARK FLORIDA 34731
352-365-0743
1962 LARK CUSTOM

KARICK PRICE JR.
1245 AYRSHIRE ST.
ORLANDO, FL. 32803-1109
407-895-1390
1948 CHAMPION 4 DOOR REGAL DLX

JEFF & CARRIE RICE
8001 SE 7TH AVE ROAD
OCALA, FLORIDA 34480
352-873-9229
1961 GT HAWK

JERRY & CINDI SHELTON
1660 CASSIDY DRIVE
ST. CLOUD, FL. 34771
407-957-9095
1964 CRUISER

NEIL & EDIE THORNTON
ROUTE 1, BOX 705
HAZELHURST, GA 31539
912-375-7986
1963 DAYTONA HARDTOP

KERRY & JOYCE KREIDER
8499 S. FLORIDA AVENUE
FLORAL CITY, FLORIDA 34436-3116
XXX-726-9724
1956 PARKVIEW COMMANDER WAGON

KURT & JUDY LARSEN
60 ABINET CT.
SELDEN, N.Y. 11784
516-732-5458
1956 TRANSTAR DELUXE 1/2 TON

JOEL & MARVA LEHMAN
3117 PENWA COURT
LONGWOOD, FL 32779
407-333-9019
1976 AVANTI II

JOHN & PAT MEINELT
1666 W. EUCLID AVE.
DELAND, FLORIDA 32720
904-734-1912
1921 EH SPECIAL 6

MARTHA & GEORGE MORRILL
11915 SHADOW RUN BLVD
RIVERVIEW, FLORIDA 33569
813-671-3724
1964 AVANTI

KEITH & JOANGAY PHILDUS SR.
2544 GATLIN AVENUE
ORLANDO, FLORIDA 32806
407-856-5564
1964 GT HAWK

JOE & DEBI RAIMONDI
P. O. BOX 487
INTERCESSION CITY, FL. 33848-0487
407-873-1787
1953 REGAL CHAMPION STARLINER

ALBERTO/OLGA SANCHEZ DE FUENTES
1482 GRANDVIEW BLVD
KISSIMMEE, FL 34744
407-847-4678
1963 GT HAWK

DAVID STRAUGHN
305 GEORGE STREET
MISHAWAKA, INDIANA 46544-2651
219-255-9592

LAVELL WATERS
38 SOUTH WILD OLIVE AVE.
DAYTONA BEACH, FL 32118
904-239-0111
1955 STUDEBAKER SPEEDSTER HFTP

HERMANN & MARGARET KRUEGER
5932 TINER AVENUE
ORLANDO, FL. 32809
407-851-6431
1980 AVANTI II

RICHARD & MARJORIE LATCHAW
1465 DEERFOOT RD.
DELAND, FL 32720
904-734-2653
1958 SILVER HAWK

LEROY & LETA LONG
1103 BLACK ACRE TRAIL
CASSELBERRY, FL. 32708
407-699-0509
1955 CHAMPION 4 DOOR SEDAN

LYNN & PATRICIA MOORCROFT
607 QUEENSBRIDGE DR
LAKE MARY, FLORIDA 32746
407-330-3430
1964 GT HAWK

WAYNE & DEE NEWBERRY
963 EAST 5650 SOUTH
SOUTH OGDEN, UTAH 84405
801-479-0408

PAUL E. PREBOR III
109 HICKORY DR.
PEACHTREE CITY, GEORGIA 30269
770-487-7647
1950 COMMANDER 2 DOOR

JERRY & BECKY RAY
1012 CAMA CRT
WINTER SPRINGS, FL 32708
407-699-5364
1957 SILVER HAWK

LOUIS SCHEFFLER
1589 BOBOLINK LANE
CASSELBERRY, FL 32707
407-695-1584
1962 GT HAWK

DWIGHT & CAROLYN SWANSON
745 VILLA RICA ROAD
MARIETTA, GA 30064
770-423-1202
1952 1/2 TON 2R6 PICKUP (SWB)

PAUL & MARION WHITE
32404 OKALOOSA TRAIL
SORRENTO, FL 32776
352-383-7279
1938 COMM 8A BUSINESS COUPE

1998 ORLANDO AREA CHAPTER - SCHEDULE

January

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January

10 7:00pm OAC MEETING
25 8:00am OAC BREAKFAST

February

14 7:00pm OAC MEETING
22 8:00am OAC BREAKFAST

March

14 7:00pm OAC MEETING
29 8:00am OAC BREAKFAST

April

11 7:00pm OAC MEETING
8:00pm ELECTIONS
26 8:00am OAC BREAKFAST

May

9 7:00pm OAC MEETING
31 8:00am OAC BREAKFAST

June

28 8:00am OAC BREAKFAST

July

26 8:00am OAC BREAKFAST

August

30 8:00am OAC BREAKFAST

September

12 7:00pm OAC MEETING
27 8:00am OAC BREAKFAST

October

10 7:00pm OAC MEETING
25 8:00am OAC BREAKFAST

November

1 OAC ANNUAL PICNIC (TENTATIVE)
14 7:00pm OAC MEETING
29 8:00am OAC BREAKFAST

December

12 7:00pm OAC MEETING
13 OAC CHRISTMAS DINNER (TENTATIVE)
27 8:00am OAC BREAKFAST

July

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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.

Orlando Area Chapter members are entitled to free checking with no minimum balance at Great Western Bank. Accounts must be opened at the Winter Springs branch at 5601 Red Bug Lake Road. Once the account is established, transactions can be made at any Great Western Bank branch office. Identify yourself as a member of the Orlando Area Chapter, Studebaker Drivers Club.

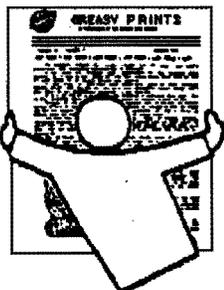


FRANK AMBROGIO - EDITOR
GREASY PRINTS
ORLANDO AREA CHAPTER - SDC
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233

place
stamp
here

TO:

[Empty rectangular box for recipient address]



STUDEBAKER, THE CURE FOR THE COMMON CAR

GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

PRESIDENT - DEAN GESSNER
VICE PRESIDENT - JIM MORGAN
ACTIVITIES DIRECTOR - MARTY BURNS
TREASURER - BILL COFFIELD
SECRETARY - PAUL WHITE
MEMBERSHIP DIRECTOR/EDITOR - FRANK AMBROGIO

P. O. Box 428, Yalaha 34797
205 Carrigan Blvd., Merritt Island 32952
1415 W. Smith St., Orlando 32804
615 Hermits Trail, Altamonte Springs 32701
32404 Okaloosa Trail, Sorrento 32776
31700 Wekiva River Road, Sorrento 32776

VOLUME 15

NUMBER 3

1996 OLD CARS GOLDEN QUILL AWARD WINNER

MARCH-APRIL 1998

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

STUDEBAKERS ON TV

Including one of our own
By Bill Coffield

As a follow-up to my earlier article on the *Discovery Channel* program on Studebakers in which I participated, I have finally received a copy of the program from the British producers.

On March 14th, at our regularly scheduled monthly club meeting, I am going to present a copy of the program to the club and we will be showing the tape to those in attendance that night.

The program includes commentary from Studebaker historian Leigh Morris and 4 cars, including:

John and Mary Dwyer's 1930 President
Buzz Beckman's 1939 Champion
Dave and Sharon Krueger's 1957 Golden Hawk
and, of course my own '50 Champ

This is one of a 13-part series which is an extremely popular TV series overseas. It has already run in more than 30 countries in Europe and Africa and is slated for re-runs. No word yet, though, on when or whether it will air on the *Discovery Channel* in the U.S.

But, you can get an advance viewing, if you would like, at next month's meeting 7:00 P.M. at *Sanford Motor Company*, 3418 S. Orlando Drive (Rt. 17-92) in Sanford, about 1/2 mile North of Lake Mary Blvd. It is very well done and professionally produced. I think you will enjoy it

Editor's Note: Please try to attend this meeting. Besides the advance viewing of the video, we will be discussing the upcoming car shows which are listed in this newsletter.

EDITOR/MEMBERSHIP DIRECTOR



Treasure Coast Chapter primes for State Meet.

The *Treasure Coast Chapter* is the host of this years State Meet. This chapter has only about seven active members and consequently they had given some thought to dropping out as the host chapter.

Fortunately, they decided to go ahead with the meet and tentative plans will have the meet on the 24th and 25th of October at a *Best Western* in Vero Beach. The room rate will be \$41.00 and the banquet will cost \$13.50.

Their decision to continue as the host chapter and the prices listed, are all good news. This sounds like the beginning of another affordable meet and hopefully the participation will be good.

Hosting a meet is a big job and the *Treasure Coast Chapter* has done in four times previously. Because there are so few members in their chapter, the task is even more difficult. For this reason, I hope each of you will try to assist them in any way you can.

The biggest thing you can do to help is to register early. This is always a big help to the host chapter and it is even more so under the circumstances. If you would like to help out, please register early and then give Jim Ricciardi a call at 561-465-2384 to volunteer your services.

If everyone helps out, there is no reason why we can't have another great state meet.

ACTIVITIES DIRECTOR'S REPORT

By Marty Burns



Since we last got together in this forum. I have had something unusual happen. Nothing! Not one thing! I think I have slipped into a parallel universe filled with normalcy. I think I'll survive. Although, it makes for not much to write about.

Upcoming, is the parade at Eustis. From there, we plan to head to the Hudson meet. I've heard there are lots of cars, food and entertainment. Especially, "Hudson Springs." I expect it'll be a full day! Bring your Studes and cameras. Let's hope no one does a rain dance.

And, since I have raised the subject: We have again been extended an invitation to the Downtown Orlando St. Patrick's Day Parade. NEW organizers. They promise crowd control this year. I have insisted that the cars go FIRST this time and they seem amenable. I haven't heard from the person with the final say yet. They promised to call on Monday. So, if you're interested in a parade the afternoon of March 14th, call and let me know. I'll have more info by the 24th of Feb. THERE IS NO FEE!!

Somehow, I managed to forget about Zephyrhills this month. Did anyone get there? Take photos? Find that once-in-a-lifetime deal? Photos would go well in the club scrapbook and a short "How I Spent My Weekend" essay wouldn't be wasted on "G-P". I'm sure Frank would appreciate a contribution for the next time.

Activities are increasing in the area. There is a new cruise in Tavares on the first and third Sunday of each month at the Soup To Nuts Diner. It has been reported to me that it is a Retro-50's diner. The D.J. for the cruise is "Uncle Russie" (ex Stude owner) with Laurie "Queen of DooWop".

"Uncle Russie" also hosts a DooWop Retrospective show on AM 790 WLBE, Sundays from 12:30 to 4 PM. The request line is 800-432-9523. If you want to mess with his head, call and request "Stairway To Heaven."

For those of us willing to drive a bit, there is a benefit show in Tampa, where a 1957 Plymouth will be raffled. Proceeds go to the kids at Faith Children's Home. If you won the car, you could always sell it and buy a Stude! The show is on April 4 & 5 at OK Auto Parts Swap Meet. For info, call "OK Bob" 813-596-5424.

The Early Irons Easter Rod Run is April 10/11 and the idea of attending as a club has been bandied about at a couple of meetings. Also discussed is the Daytona Spring "To-Do". Please call some of your officers if you have an interest in either.

We need participation and exposure. That's a conduit to new members. Besides, there are actually people out there who have NEVER seen a STUDEBAKER!!

I have also gotten an invitation for the Westside Tech "Spring Festival Car Show and Swap Meet." Last year's rainout left us with a club plaque and no place to go. It is April 4, \$15. I don't suggest a "Club Project" at this late date. But, if you're not busy... At the same time, there is the Winter Garden "Cracker Festival".

Here is a list of things to do:

March 7 - Palatka - Fl Azalea Festival 5th Annual Auto Show - Downtown Palatka in the shade. Info: 352-347-2988

14 - Orlando - 2nd Ann. St. Patrick's Day Parade - 3 PM Downtown Orlando Free for participants and spectators. Call Marty for Info: 407-422-6706.

14/15 - Titusville - 1998 Air Show, Car Show - TICO Airport - \$10 entry, 1 car, 2 people, 2 days. Info: Bob 269-6286. No pets, No coolers. Cars must be on Flight Line before 11 AM

28/29 - Daytona - Speedway Spectacular, 9th Ann. Car show and Swap Meet. Show reg. 904-255-7355. Pre \$15/\$20 DOS, Incl. 4 adults per car, covers 2 days. No For Sale signs.

April 10 - Orlando - Early Irons 27th Easter Rod Run - \$15 to March 25/\$20 DOS. Fri 9-9 reg, BBQ 6PM, Party 7:30, Sat. 8-12 Reg, Show & Shine, Easter Bunny, Swap, Games, Party 7PM Danny C. (of Sha Na Na) and The Enchanters, Easter Bonnet contest. Raffles to benefit Russell Home. Info: 407-349-2313 Gene, 407-671-0881 Tom.

There are other regular local shows and they are listed in the "Cruise News", "Cruisin' Style" and other publications. I have changed my approach to reporting shows. I am leaving out the regular commercially owned/operated shows. Firstly, they're reasonably well known to the regular "Show" people. And, secondly, they're out to line their pockets and have an advertising budget (or should be able to afford one, at \$15/\$25 a pop per car!) and I don't see the reason to provide free advertising to them. I WILL continue with the big "Annuals" and local benefits. Also considered, will be any fliers provided by members of OAC.

You will also notice by its conspicuous absence, that I have cut out the cruise listings. They are another regular happening, attended by "the regulars" and, again, advertised widely. I intend to continue introducing NEW cruises and other "aged auto" related things as I become aware of them. I am available for information on what I can glean from the local magazines.

As usual, I am also available for mechanical assistance either in person or over the phone. I have recently spoken with some OAC members (and others who somehow got my #) on the phone and hopefully gave good advice or diagnosis. (This can be quite a trick over the phone!) Since I seldom have meals at regular times, I may be hard to understand. Food-in-mouth disease, you know. No sweat. Just thought you might want to know.

I came across an interesting piece of *Studivia*. STUDEBAKER is STILL the longest lived transportation manufacturing company in the U.S! Olds is the next.

It won't surpass Stude. for 13 more years! Of course, considering my bias, I don't think they'll EVER qualify to surpass. Olds hasn't been a freestanding part of GM for quite a while. It's been a Chevy clone, "Badge Engineered" for at least twenty years. And GM has a loooooong way to go to match STUDEBAKER in longevity.

Well wouldn't you know! Even without the asylum-like goings-on around here, I can manage to say something "Controversial." Oh well. A leopard can't change his spots.

See you at... wherever!

(Editor's Note: I guess that after reading the last two paragraphs, the Olds Club of Florida will probably stop exchanging newsletters with me. I could have deleted that portion of Marty's letter, but I don't like to do that. I also wanted to make a point. We don't like to hear, see, or read about criticisms of our Studebakers, yet so often we are just as guilty. I couldn't begin to count the number of times I've heard Chevy bashing being conducted by a virtuous Studebaker owner. Everything we say and do is a reflection of our cars and our club. I have always liked GM cars and have driven them regularly since 1958. We should all learn to confine our negative comments to foreign cars only, OOPS.)

WE'RE MOVING

Lake County cruise moves to new site
Submitted by Dean Gessner

Starting March 7th, Uniques & Antiques Car Club will be holding our monthly Cruise-In at the Home Depot on Hwy 441 just south of Lake Square Mall.

Come and join us for an evening of fun on the first Saturday of each month from 6 to 9 pm with our live disc jockey, trophies and 50/50 drawing.

The new site features much more parking and better lighting.

PEN LIGHTS

(STORIES FROM AROUND THE HOBBY)

STUDEBAKER'S WAGONAIRE

By Fred K. Fox

This article originally ran in *Old Cars Weekly News & Marketplace* August, 15, 1985

In a continued effort to attract attention to its vehicles, Studebaker produced a long line of cars and trucks that were noted for their fresh approach to styling and engineering. The 1947 "which way are they going" models, the 1953 "Loewy Coupes" and the 1963 Avanti are some examples of Studebaker styling leadership. Engineering innovations included the company's 1951 overhead valve V-8, the first for an independent, and the introduction of caliper disc brakes on the Avanti, the first such application on a full-sized American car.

In early 1961 a fireball named Sherwood Egbert took over as president of the Studebaker Corp. He immediately put Raymond Loewy on the Avanti project and gave Brooks Stevens the job of restyling the Hawk into the Gran Turismo Hawk. At the time, Loewy and Stevens were among the world's leading industrial designers. Loewy and company's creation is now legend. The stylish Avanti has been in production for over 23 years. Although not still in production, Steven's 1962 Hawk facelift was met with considerable approval from the press and the buying public. Realizing that he was on a roll, Egbert gave Stevens the assignment to see what he could do to add some excitement to Studebaker's compact Lark line.

Studebaker's new car development budget was very limited, so Steven's Lark revitalization effort was constrained to facelifts and innovations. Stevens did an admirable job in both areas. His leading innovation was the 1963 Lark-based sliding roof station wagon, the Wagonaire. (Note the spelling. It is different than Jeep's Wagoneer.) Stevens adopted the sliding roof design from his 1959 Scimitar "All-Purpose Sedan" prototype.

On the Wagonaire, the back half of the roof could be slid under the front half. This concept allowed the Wagonaire to act as both a station wagon and a pickup. With the top slid forward, the Wagonaire could haul tall objects such as refrigerators and Christmas trees. One company even built a pickup style camper to fit on the Wagonaire. The Wagonaire was especially handy for television movie news crews. A tripod mounted camera and cameraman could easily fit in the back of a Wagonaire. Moving events, such as parades and bicycle



racers, were easy to follow with a Wagonaire "news wagon". Great Britain's Corgi company even marketed a Wagonaire "Junior" model with a television camera and cameramen in the back.

Studebaker produced the Wagonaire from 1963 to the end in 1966. During that time the Wagonaire was the only station wagon offered by the company. At first all Wagonaires were fitted with the sliding roof, but it was not long until the sales department learned that some people were not interested in the feature and others were having problems with water leaks. Because of this, Studebaker, in mid-1963, offered the option of a fixed roof. The fixed roof option was dropped on North American models in 1965, but returned again in 1966.

For Studebaker, the Wagonaire was initially a fairly successful model. It's unique styling generated considerable press and attracted a lot of people to Studebaker's showrooms. For the 1963 model year, Studebaker sold 11,915 Wagonaires. Prices ranged from \$2,430 for the Standard six to \$2,835 for the Daytona V-8. The Wagonaire body was fitted to the 113-inch wheelbase Lark four-door chassis. Sliding roof versions had an X member added to the frame. The option list for the Wagonaire was very long and included such things as air conditioning, supercharged Avanti engines (1963 and early '64) and front disc brakes.

After Studebaker closed down in South Bend, Ind. in December 1963 and concentrated production in its small Hamilton, Ontario, Canada assembly plant sales of the Wagonaire dropped. Model year production for the last three years was as follows: 1964 - 5,163 units; 1965 - 1,824 units; and 1966 - 940 units.

THE WATCH COLLECTOR

by Tom Pfahler

This article is the first of a series appearing in *Keystone Keynotes*, newsletter of the *Keystone Region Chapter*. As space permits, I will try to carry the entire series.

The purpose of this column will be to highlight the hobby of Studebaker watch collecting. I will try to showcase various watches and members questions about collecting Studebaker, South Bend and related promotional watches. Questions can be addressed to Tom Pfahler, Box 58, Paradise, PA, 17562.

This month we outline a little history of the South Bend Watch company of South Bend, Indiana, founded in 1903 and closed December 31st 1929.

The South Bend Watch Company was founded when the Studebaker brothers Clement, George and J M Studebaker purchased the Columbus Watch Company. The highest grade watch

produced by the company was a "Polaris" which featured a 16S, 3/4 plate, 21 jewel movement and had an open face. The watch sold for about \$100, a considerable sum for the time frame.

The Studebaker Watch Company debuted in 1920 as a mail order division of the South Bend Watch Company. Studebaker watches are marked Studebaker, or South Bend on the watch face and the movement must be marked Studebaker, while a South Bend watch will have South Bend on the face and movement. These markings are important since over the years some faces and movements have been mixed and matched.

THE HISTORY CORNER

By Jan B. Young

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JACOB F. STUDEBAKER

Funerals, from the viewpoint of the historian, are marvelous things, particularly when well-known and famous people die. It isn't so much because death and sorrow are interesting as it is because obituary writers tend to tell illuminating stories about people which have otherwise escaped documentation. One can learn a great deal about a long-gone person by reading about his funeral.

The five Studebaker brothers are no exception to this rule. To provide insight into their lives and personalities, we begin here a series of articles about them based on obituaries published by the South Bend Daily Tribune. We begin with Jacob Studebaker, who died December 17, 1887. At forty three years of age, Jacob was the youngest of the five brothers and was also the first to pass away.

On Wednesday, December 14, 1887, Jacob and J. M. Studebaker left South Bend for Chicago. Jacob was going to meet Peter who lived in Chicago and both would then attend the annual sleigh opening at the Studebaker Chicago repository. J. M. was on his way to California on a business trip, presumably planning to return in time for Christmas.

The sleigh opening kept both Peter and Jacob busy Thursday and Friday, attending to customers and making, we assume, some sales. Late in the day on Friday, however, Jacob complained of feeling unwell and retired early. By Saturday morning there was no doubt of the seriousness of his illness and Peter called in the doctors. A total of four different ones examined Jacob, but none could offer much help.

Telegrams went out. Clement was found in Cincinnati and J.M. was reached enroute to California. Clement made good connections

and was actually able to get to Chicago in a matter of hours. He then sent wires to many other family members to advise them of Jacob's illness.

Jacob actually lived until late afternoon on Saturday. A special train was put on by the Lake Shore & Michigan Southern to carry the remains and the family back to South Bend. A procession met the train and carried Jacob's casket to his home where he was laid out for viewing. An autopsy was performed on the body and it determined that he had died of peritonitis, a condition in which the intestines develop leaks, allowing infection to escape into the body. Today, surgery and drugs would solve the problem, but in 1887, there was no cure and it cost Jacob his life.

The funeral, held at Jacob's home the following Wednesday, was small since space was limited. It was attended by many members of the Studebaker family and by representatives of both the wagon and carriage plants.

Jacob had been known as a salesman and a trader. As a boy in school, he had once observed a classmate who developed a trade in taffy, selling pieces at a penny each. Jacob decided that the pennies would be better off in his pocket than in the classmate's, so he found things that could be sold to the boy, sold them, and ended up with the money. As the youngest of the Studebaker brothers, he alone had the advantage of an advanced education, attending Notre Dame University, just north of South Bend.

Jacob had joined the Studebaker business at the time of its incorporation in 1868, initially working as a salesman. He moved up quickly and at the time of his death was the manager of the carriage works. In addition, Jacob was widely known as a lover of horses and as the owner of what was said to be some of the most valuable specimens in the country. On the side, he operated a ranch in Colorado where he raised Percherons and spent much of his free time.

Jacob had married the former Harriet Chord and the couple had brought two daughters into the world. Harriet had been a Baptist and Jacob joined that church after marrying her. Over the years he had attended faithfully and had made substantial financial contributions as well. Harriet remained a widow 22 years until her death in 1909. Daughter Ida married Edward Louis Kuhns in 1893 and died in 1934. Daughter Helen married Russell Ulrich in 1892 and died in 1917.

Department of Obscure Facts

Back in the late 1870s following the Civil War, times got better and the economy perked up. For the first time, the average man

found himself with the resources required for a few simple luxuries and the industrial revolution had provided the equipment to begin mass-producing goods in large enough quantity that the products were also available.

Ever since the beginning of time, the venerable farm wagon had done dual duty, hauling supplies and produce most of the time and moving the family some of the time. People who didn't own farm wagons and weren't wealthy, simply walked or used the railroads. This was the start of the carriage trade, when the average man could afford for the first time a stylish form of transportation that could be used to court his woman or later, to take the family to town so she could buy a new hat. Studebaker recognized the trend, entered the carriage business, and put brother Jacob in charge.

Peter Studebaker, then the company's sales manager, returned home from his usual spring selling trip. As told by Kathleen Smallzried and Dorothy Roberts in their book, *More Than You Promise*:

He told his brothers about a conversation he had overheard at a horse auction. A seller with a corral of six or eight animals was trying his best to interest a farmer who was looking the stock over. He was bragging about past performances. This horse had taken a blue ribbon a couple of years ago. That one had won a load-hauling contest in 1877 at the county fair. Another had surpassed all contestants in endurance several years back. The farmer listened a while and then turned away in disgust. "Has-beens!" he snorted. "I don't want a has-been. I want an Izzer."

What Studebaker's ought to have, Peter said, is an Izzer buggy. He promised them that if they would get their designers busy and turn out what he wanted, he would make it a leader. Clem and J.M. agreed it was a deal.

And they went on to build and market a buggy they called the Izzer. The Izzer did turn out to be a leader and Studebaker's carriage business prospered.

You may have heard all this before. Now, like Paul Harvey used to say, here's the rest of the story (or at least another piece of it).

Some 35 years later, in 1911 in Peru, Indiana, a little over sixty miles from South Bend, one Dr. Bissel designed a car which he called the Izzer. The car was manufactured by a company called the Model Gas Engine Company. Equipped with a 4 cylinder engine and riding on a 99-inch wheelbase, the car was apparently not successful because only three were made. At least as recently as the middle 1960s, one

of the three remained in existence in Illinois.

Little more is known about the Izzer auto. One can easily imagine and speculate, however, that Dr. Bissel grew up within a day's travel of South Bend and that he had heard of the Studebaker's Izzer buggy. Possibly he, or his parents or a friend owned one. It would be a short step to apply the name to his own products, hoping that some of the cachet would rub off. The whole scenario is as though I were to design a car and call it the Champion.

In 1911, Jacob, Henry, Peter and Clement Studebaker were gone. J.M., however, was very much alive and was enjoying his retirement and honorary chairmanship of the Studebaker Corporation. J.M. had the time and money to travel and he is known to have done so. One has to wonder if he ever heard of the Izzer car and, if so, what he thought of it.

[Source: G. N. Georgano, Encyclopedia of American Automobiles, Rainbird Reference Books, 1968.]

FIGHTING THE FIGHT

This article originally ran in Old Cars Weekly News & Marketplace March 27, 1997.

Most of you are familiar with the clunker bills and zoning that affect old vehicle collectors. We urge hobbyists to fight against these efforts by joining organizations set up to protect our hobby. The following organizations fight laws and regulations that harm this hobby:

Amer. Automotive Heritage Foundation

PO. Box 482, Carlisle, PA 17013-0482

Phone: (717) 240-0976

Fax: (717) 240-0931

Association of California Car Clubs

PO. Box 1331, Palm Desert, CA 92261

Ph: (619) 346-1984

Fax: (619) 568-6534

Auto Restoration Market Organization (ARMO)

Specialty Equipment Market Assoc.,

PO. Box 4910, Diamond Bar, CA 91765-0910

Ph: (909) 396-0289

Fax: (909) 860-0184

Citizens Against Repressive Zoning (CARZ)

PO. Box 536, Haslett, MI 48840-0536

Ph: (517) 351-6751

Fax: (517) 339-4926

Coalition For Auto Repair Equality

119 Oronoco St., Alexandria, VA 22314

Ph: (800) 229-5380

Fax: (703) 519-7747

Council of Vehicle Associations (COVA)

7000 W. Southwest Highway,

Chicago Ridge, IL 60645

Ph: (800) CARS-166

Fax: (708) 598-4888

Int'l Society for Vehicle Preservation

PO. Box 50046, Tucson, AZ 85703-1046

Ph: (520) 622-2201, Fax: (520) 792-8501

Internet: <http://www.aztexcorp.com>

World Organization of Auto Hobbyists (WOAH)

PO. Box 1331, Palm Desert, CA 92261

Ph: (619) 346-1984

Fax: (619) 568-6534

NOTE: The Orlando Area Chapter strongly urges each of its members to join at least one of the organizations listed above.

SEARCH LIGHTS WANT ADS



CARS TRUCKS

NOTICE

Member ads and ads for any Studebaker are free. They will run at least 2 times, must include the city and must be submitted in writing.

CARS FOR SALE

1947 CHAMPION 4 DR 6 Cyl W/OD, radio, and heater. Has new seat cover & door panels, needs new headliner & floor mats. Has all new brakes, needs hill holder, has a new "el Cheapo" paint job (bad). Runs great \$2,500. Larry Good, 9401 Bay Pines Blvd, St. Petersburg FL 33708, days, 813-392-2198, nights 813-596-5550.

1949 2R10-22 2/4 ton pickup, 8' bed, good tires, little rust, runs and drives well, 58,000 miles \$2995 OBO. Eleanor M. Suba, 835 N. Wild Olive, Daytona Beach FL 32114, 904-238-6065.

1955 SPEEDSTER, runs, condition 4/5, auto, power steering, power brakes, restoration begun, car in primer, has original leather interior and wire wheel covers, interior restoration not yet started, lost storage, asking \$3500. Jim Morgan, 205 Carrigan Blvd., Merritt Island FL 32952, 407-453-0986.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, FL 32703, 407-889-9252.

1963 AVANTI \$3500, (no info available), Armon Hiltz, 813-447-3375 (Clearwater).

1963 AVANTI R1, #3 condition, automatic, white exterior & interior, new tires, needs cosmetics, asking \$12,000 or best offer. Contact: Bob Fairchild, 214 Dunham Drive, Battle Creek MI, tel. 616-964-1550.

PARTS/ACCESSORIES FOR SALE

STEPHEN ALLEN'S AUTO has new & used Studebaker & Packard parts. N.O.S. parts, mechanical, electrical & trim. VISA, MC, DISC accepted. 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369. For orders only 800-532-1236.

2 Packard/Golden Hawk 352" V-8 engines. One runs, other complete and turns freely. These are actual Golden Hawk engines. 3 speed w/O.D. & bellhousing and flywheel fitted to running engine. I can load up 4 U. \$446.87 for all. Will partial trade for good running Studebaker V-8 any size, 1955 and up. Bill Hahn 904-255-6093 after 5pm.

352" Packard (1956 Golden Hawk) V-8 engine, complete and nice minus carburetor, T-85 transmission with floor shift, 1956 Golden Hawk dashboard. 1960 Hawk interior and rear end. Stephen Cade, 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369

1951 STUDEBAKER 2R5 PICKUP TRUCK USED PARTS FOR SALE all parts used but in good condition. Transmission \$50, 6 cyl motor (not running) block heads rods pistons crank oil pan \$75, front axle complete with hubs \$50, 1 carburetor \$20, 1 generator \$15, 4 original wheels \$40, 1 starter \$15, front springs \$20, complete instrument panel \$25, all the above at one time purchase \$200. Charlie Downing, 2253 Oxbow Rd, Jacksonville FL 32210, phone 904-781-4138.

FOR SALE. 1950 Pickup steering wheel good \$25, steering column w/gearbox \$20, rear fender shields NOS \$30. 1950 Pickup right rear fender \$50. 1951 hubcap 11 inch \$8. 1952 tail light lens \$3, tail light housings \$2, dome light complete \$3, dome light lens \$2, parking light lens \$2, timing gear \$5, oil filler cap \$2, door handles \$2, trunk handle/lock pitted \$5, dist cap & rotor 8 cyl \$2, wheelcover \$8, new Stromberg WW carb \$65. 1955 NOS tail light housing sedan \$10, windshield wraparound good \$50, wheels exc cond (2) \$10 each. 1955 vent windows front & rear set of 4 \$1.99 (year end special), front bumper \$20 1955 window regulators \$10. 1957 Hawk left end fin trim NOS \$35. 1961-1964 OHV-6 int/exh manifold \$25. 1962, 1963 wheelcovers \$8 ea. 1963 Cruiser vanities \$5 ea. 1963 Lark front windshield good \$35, rear windshield good \$15. 1964-66 Lark door left rear good w/glass \$20, rear bumpers \$10-\$15, window regulators 2 dr \$10. AC system complete (compressor, evaporator, & condenser) \$150. Lark steering wheels \$5 ea. T-cab pickup custom rear bumper \$10. Transmissions T-86E-1 (short) \$50, T86E-1T (long) \$50. Paul White, 32404 Okaloosa, Sorrento FL 32776, 352-383-7279.

1963-1964 GT HAWK parts, many items, call or write. Jerry Ray, 1012 Cama Ct, Winter Springs, FL 32708, 407-699-5364 (5:00 pm to 8:30 pm ONLY).

FILE CABINET with 1950s and 1960s Studebaker dealer papers, tech flyers, old titles, etc. Will separate or sell all. Call for info. Bill Barry, 352-787-0769 (city unknown).

FERN PARK AUTO PARTS, 1420 E. Hwy 436 (2 blocks W. of 17/92), foreign & domestic, machine shop service, hard to find parts our specialty (no body parts). 407-339-3509.

VEHICLES/PARTS WANTED

SERVICEABLE 169 CUBIC INCH six cylinder overhead valve engine, complete or short block. Threw rod in Mud Lark. Jim Morgan, 205 Carrigan Blvd., Merritt Island FL 32952, 407-453-0986.

1972 - 1980 TURNING WHEELS
Paul White, 32404 Okaloosa, Sorrento FL 32776, 352-383-7279.

SERVICES OFFERED

AUTO MECHANICAL REPAIR SERVICE. Studebakers are my specialty. If I can be of help, call Marty Burns, 407-422-6706.

BUFFY'S STAINLESS STEEL RESTORATION, buffing, dent removal, scrapes. Warren Light - owner, 2900 Cave Cay Drive 3C, Clearwater, FL 33760, 800-479-4487

HEAD LIGHTS

CALENDAR OF EVENTS

Regularly Scheduled
Chapter Events



ORLANDO AREA CHAPTER (OAC) MEMBERSHIP MEETINGS are held at 7:00 pm on the 2nd Saturday of each month from Sept-May at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd.

OAC MONTHLY BREAKFASTS are held at 8:00 am on the last Sunday of each month at: Quincy's Family Steak House, US Hwy 441 (Orange Blossom Trail), one block north of Lee Road/John Young Parkway (423). BYOB (Bring Your Old Baker).

MARCH

- 14 OAC monthly membership meeting, 7:00 pm. Special video of the Discovery Channel's car program episode on Studebakers.
- 14-15 14TH ANNUAL SUPER CRUISE AMERICA, Volusia County Fairgrounds, I-4 Exit 56. Info: 904-775-1203.
- 14-15 VALIENT AIR COMMAND 1988 TICO WARBIRD AIR SHOW, Space Coast Regional Airport in Titusville. Entrance fee \$10 for 2 people. Trophies for top ten each day. Must arrive before 11:30 am & stay the day because cars are parked inside flight line & cannot leave until show is over. Info: Bob Arnold, President Vintage Vehicles at 407-269-6266.
- 15 FLORIDA SPRING PACKARD MEET in Fruitland Park north of Leesburg, just west of Route 27 on Spring Lake Rd. Joe Ezell, P.O. Box 246, Fruitland Park FL 34731, 904-728-2848.

21-23 HEAVEN HILL FARM automotive - car corral - antiques and collectibles swap meet in Gilchrist County. 904-935-0348.

28-29 SPEEDWAY SPECTACULAR at Daytona International Speedway. Several OAC members are planning to attend. If enough people pre-register by March 18, we can all park together. See the registration form on page 9. Daytona Racing District, P.O. Box 1958, Daytona Beach FL 32215-1958, 904-255-7355.

29 OAC MONTHLY BREAKFAST AT 8:00 am.

APRIL

10-11 EARLY IRONS EASTER ROD RUN. We are also hoping for a large OAC turnout on Saturday for this show. Several members have already signed up. Please see the registration form on page 9.

11 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

17-18 SE ZONE MEET at the Charlotte Motor Speedway, see *Turning Wheels*.

26 OAC MONTHLY BREAKFAST AT 8:00 am.

MAY

09 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

15-16 30th SOUTHEAST ZONE MEET in Knoxville TN at Days Inn East, Info: Bonita Harger 423-525-6025 (9am-5pm ET)

31 OAC MONTHLY BREAKFAST AT 8:00 am.

JUNE

12-13 RIVER CITY MEET AND NOSTALGIA FEST presented by the West Tennessee Chapter in Millington TN. Tel. 901-835-2721.

28 OAC MONTHLY BREAKFAST AT 8:00 am.

28-JULY 04 34th SDC INTERNATIONAL MEET at the Hyatt Regency Hotel in Austin Texas. See *Turning Wheels* for details.

JULY

26 OAC MONTHLY BREAKFAST AT 8:00 am.

AUGUST

30 OAC MONTHLY BREAKFAST AT 8:00 am.

SEPTEMBER

12 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

27 OAC MONTHLY BREAKFAST AT 8:00 am.

OCTOBER

10 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

25 OAC MONTHLY BREAKFAST AT 8:00 am.

THINGS TO REMEMBER

Always keep your club roster and a membership application handy.



Attend the March 14th meeting to view the tape of Studebakers and the Coffield's 1950 Champion

Submit one or both of the registration forms if you plan to go to the Speedway Spectacular or the Easter Rod Run.

Submit your story so everyone can read it in the next issue.

Join one or more of the groups helping the old car hobbyist.

SPRING PACKARD MEET

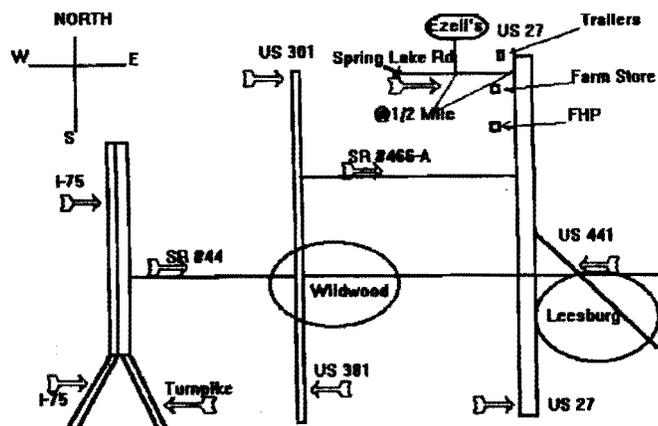
Last year, Anita and I attended this show in Fruitland Park. There were about 30 Packards on display in a very pleasant setting.

Although your Studebaker would not be allowed in the Packard display area, there is a parking section for cars which do not carry the Packard name. We found this to be a very nice outing last year and hope to repeat the trip again on March 15th.

The site is located just West of highway 27 on Spring Lake Road which is just North of the Florida Highway Patrol station on #27.

The Volunteer Fire Department will provide food for the meet at reasonable cost. Last year, Anita and I sampled the hamburgers and we both agreed that they were the best we have ever had at an old car event.

Get the bi-focals out and take a look at the map below. If you find yourself with a little spare time on that Sunday, you might enjoy this show. While there, you will be able to learn more about Packards. Simply "ask the man who owns one."



UPCOMING SHOW INFORMATION

Send Completed Form Below with Check to:

Daytona Racing District
P.O. Box 1958 • Daytona Beach, FL 32115-1958

For Show Vehicle Registration, Car Club or Accommodations Info.,
Call (904) 255-7355.

For Car (Sale) Corral, Swap Meet, Food Vendor or Crafts Sale Info.,
Call (904) 676-2202.

NOTE: The use of golf carts and motorized scooters at this event is prohibited except for staff and state certified handicapped. Call (904) 676-2202 regarding eligibility and responsibility.

Cut Here/Mail with Check to Address Above.

(Please send photocopy of this form for each extra show vehicle you are pre-registering).

Name _____

Street/Box _____

City _____

State _____ Zip _____

Phone(_____)_____

Make checks payable to Daytona Racing District - Cash only at gate if not pre-registered. All fees cover both days. No one day only fees or refunds. Total U.S. Funds enclosed \$_____.

Show Vehicle Pre-Registration (For Sale Signs Prohibited)

\$15 ea. pre-reg. prior to March 18; \$20 ea. reg. after March 18 and at event. Includes up to 4 adults per car. No For Sale Signs.

Yr. _____ Make _____ Model _____

Car Make or Make-Oriented Club you wish to display with:

STUDEBAKER DRIVERS CLUB

DAYTONA SPEEDWAY SPECTACULAR

the *Russell Home for Atypical children*. The pre-registration deadline is March 25.

We hope to have a good showing for our chapter. If you can attend, please pre-register using the forms provided. Both of these forms list the *Studebaker Drivers Club* as the "club to display with".

Many *Orlando Area Chapter* members have signed up for the *Speedway Spectacular* at the *Daytona International Speedway* on March 28-29, 1998 and for the *Easter Rod Run* sponsored by the *Early Irons* set for April 10-11, 1998.

Registration forms are shown on this page for any members who would like to join us for either or both of these events. There is still time to pre-register for both shows. If enough interest is shown, we will all be able to park together.

Although both shows run for two days, most members will attend on Saturday.

Marty should have flyers on both shows and if you need more information, call 904-255-7355 for the *Speedway* show and 407-349-2313 for the *Rod Run*.

The *Speedway Spectacular* features a car show and swap meet with over 2500 collector cars and trucks on display or for sale. Show cars get a free wall plaque and Victory Lane photo. On track, low speed driving by show cars on Sunday. The pre-registration deadline for this show is March 18.

The *Easter Rod Run* features a Friday BBQ at 6pm and a party at 7:30pm with DJ, dancing and prizes. The Saturday show is followed by a big Saturday Night Party with Danny C and the Enchanters.

Net proceeds from raffle items go to

*** OPEN RUN *** ALL VEHICLES WELCOME

PRE-REGISTRATION \$15.00 -- AFTER MARCH 25 \$20.00 -- SWAP MEET \$30.00 (16 X 20 SPACE)

Registration Includes 2 Friday Evening BBQ Tickets. 1 parking space per Rod Run Registration

Place Label Here

Name: _____ Vehicle _____

Address _____ Model/Year _____

City _____ State _____ ZIP _____

Club STUDEBAKER DRIVERS CLUB Phone _____

Make Checks Payable to **Early Irons, P.O. Box 580924, Orlando, FL 32858-0924**

EASTER ROD RUN

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.

Orlando Area Chapter members are entitled to free checking with no minimum balance at Great Western Bank. Accounts must be opened at the Winter Springs branch at 5601 Red Bug Lake Road. Once the account is established, transactions can be made at any Great Western Bank branch office. Identify yourself as a member of the Orlando Area Chapter, Studebaker Drivers Club.

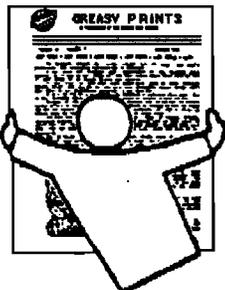


FRANK AMBROGIO - EDITOR
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233

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	stamp	
	here	

ADDRESS SERVICE REQUESTED

TO:



STUDEBAKER, THE CURE FOR THE COMMON CAR

FIRST LINE OF MAILING LABEL SHOWS DUES RENEWAL DATE

GREASY PRINTS



A BI-MONTHLY PUBLICATION OF THE ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB

ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

PRESIDENT - DEAN GESSNER
VICE PRESIDENT - JIM MORGAN
ACTIVITIES DIRECTOR - MARTY BURNS
TREASURER - BILL COFFIELD
SECRETARY - PAUL WHITE
MEMBERSHIP DIRECTOR/EDITOR - FRANK AMBROGIO

P. O. Box 428, Yalaha 34797
205 Carrigan Blvd., Merritt Island 32952
1415 W. Smith St., Orlando 32804
615 Hermits Trail, Altamonte Springs 32701
32404 Okaloosa Trail, Sorrento 32776
31700 Wekiva River Road, Sorrento 32776

VOLUME 15

NUMBER 4

1996, 1997 OLD CARS GOLDEN QUILL AWARD WINNER

MAY-JUNE 1998

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

FROM THE EARTH TO THE MOON

OAC member's Packard gets brief exposure in HBO series



The 1957 Packard Station Wagon owned by our Activities Director, has made its television debut. The HBO series, executive produced by Tom Hanks, has been airing each Sunday from 8:00 pm to 10:00 pm.

I was able to catch just two, very brief, glimpses of portions of the car in two of the first three episodes. Perhaps as the series unfolds, there will be more exposure for the new star of our chapter.



As you may recall, Marty gave us a running report of his experience during production of the series last year. The series has on occasion featured other old cars during the outdoor scenes. You can still catch the last four episodes, two each Sunday beginning at 8:00 pm, through May 9.



Congratulations to Marty Burns and the Packard he has fondly named Jean-Luc. A star is born. Can a guest spot on the *Tonight Show* be far behind?

ACTIVITIES DIRECTOR'S REPORT

By Marty Burns



The recent Easter Rod Run had so many cars that it expanded to a second parking lot. On Friday, 2 of the cars belonged to O.A.C. members. Mine (Jean-Luc) and Bob Oakes'. We stayed until after the free B.B.Q. Very tasty! I used BOTH of my food tickets and took a plate home for "Leftovers". Even re-heated a day later, it was M-M-Good! On Saturday, The O.A.C. made a bigger showing. Six cars. In addition to mine and Bob's were 3 Hawks (the Ambrogio's, the Ray's and Lou Scheffler's) and The Purple People Eater" of Dean and

Jean Gessner showed up. Also seen were a highly modified 4WD Yellow '46 Pick-up and a pretty, blue, Rockne convertible. The undercarriage was modified with what looked to be a small V-8 (hood closed) and late model suspension and wheels. The body hadn't been messed with.

I left cards and G-Ps with membership apps. (always recruiting members and work!) Also talked with and arm-twisted a guy who says he recently got back from several years in China and had some teens and 20s Studebakers to get going. Ya never know who you'll meet or what you'll see at these things.

While perusing the May '98 "American Rodder", I spotted an ad. for a new replica (in a Rubber-like material.) of the die cast (orig cost \$25) souvenir of the '33 World's Fair Giant STUDEBAKER Exhibit. An 80' long, 30' wide, 28' tall 1933 Studebaker! There was no mention of cost. But, it looked pretty neat! It's being sold by: Paragon Model and Art, 1431-B SE 10th St., Cape Coral, FL 33990

Speaking of Stude sightings, I spotted a nice '37 Coupe on page 90 of the March *National Geographic*. That's not what I USED to look for. But, then I'm not a teenager anymore!

I have recently gotten quite a few calls from "Outsiders" who have seen the club listings in various publications. Some are looking for cars to buy or club info, others to offer things for sale. The buyers and sellers, I refer to Frank for insertion in G.P. and to T.W. The info requestors, I invite to meetings and breakfasts as well as trying to recruit.

Speaking of recruiting, here are a couple of worthy shows.

May 2 - 4th Annual Taste of Oviedo Car Show - FREE SHOW!! 10-7 Please arrive at City Hall (Alexandria St.) 9:15 - Dash plaques, 1st 100 cars. Tom Morgan - 407-365-5790

May 9 - Rachel's Car Show - \$15.00 - proceeds to Central FL children's charities. Rachel's, 401 S. Highway 436, Casselberry. Info: Bob Trull - 407-677-4537, Ken Mims - 407-328-9636.

May 16 - LYNX ROADEO & Classic GM Trucks Spring Car & Truck Show - \$15 - Benefit Second Harvest Food Bank - Reg. 8-12 AM, LYNX, South St., Orlando. Info: Dennis Oakley - 407-438-3655.

There are several other commercial shows and regular shows in the next couple of months. The above are the only free and charity shows I have found. Fliers are welcome. See ya'll at breakfast and/or meeting. The scrapbook has NEW photos and will be with me as usual.

IT CAN BE HELL TO GET OLDER

The following was taken from The Tail Pipe, Newsletter of the Uniques & Antiques Car Club of Central Florida. Dean Gessner passed it on to me.

Cindy is a member of that club as well as of our chapter.

Medical problems can be difficult to comprehend for those blessed with good health

By Cindy Evans



Thought that would get someone's attention. None of us is getting older, we are just getting better? Over the last year some of our members have taken ill through various diseases that people may or may not understand. What's wrong? Gee you look better. Why are you still sick? Are you going to be all right? Sound familiar?

Well, the X-nurse that I am decided to try and explain some of the problems some of us are facing in hopes that it will help you to understand what is going on and in turn will help the club members' spouses from trying to explain something they are not sure of. Was that sentence long enough for you? I even typed it without taking a second breath.

Because my physical appearance has not changed much, no one understands what the disease process involves. I hope that I can explain.

I have Lupus and Fibromyalgia. Impressed with one big word and one little word? Basically one of these diseases is bad enough without both at the same time. Even though these are not curable, you can try to get one to lie still for a while so that both are not acting up together. So far I have been unlucky at that feat.

Lupus not only attacks the joints but also the kidneys, lungs, heart blood, etc. Fibromyalgia can be local or systemic. Sue Commons daughter has Fibromyalgia and it has

affected her upper extremity. Some may have this disease as a major issue and some minor, meaning it may only flare its evil head sporadically. It also attacks the immune system. When a Lupus patient gets an infection or just isn't well, the immune system, like little Pac Men, attacks the body instead of the infection. It is like the Rotor Rooter guy draining you, instead of the septic tank. Walking is difficult. Along with Fibromyalgia comes Chronic Fatigue Syndrome with insomnia. Basically you don't sleep well.

I read a great article from the National Fibromyalgia Network. Basically, the doctors were answering a question that was asked. The question was: People ask me how I feel. They don't understand what I am going through because I look healthy. Their answer was: That is the problem of being attacked from within. The simplest answer is to tell them that they should imagine the worst case of the flu they have ever had. Then multiply the body aches and pain 100 times. That is what we live with on a daily basis.

Well hope this medical time was time well spent. Does not answer all the questions but will fill some of the newsletter and maybe help the members to understand a little of what is going on.

THE STATION

The following was taken from The Tin Lizzie Times, newsletter of the Model T Ford Club of Central Florida, edited by Crispina Henry. After reading Cindy's story, I think we can all appreciate the sentiment.

Tucked away in our subconscious minds is an idyllic vision. We see ourselves on a long, long trip that almost spans the continent. We're traveling by passenger train and out the windows we drink in the passing scene of cars on nearby highways, of children waving at a crossing, of cattle grazing on a distant hillside, of smoke pouring from a power plant, of row upon row of corn and wheat, of flatlands and valleys, of mountains and rolling hillsides, of city skylines and village halls, of biting winter and blazing summer and cavorting spring and docile fall.

But uppermost in our minds is the final destination. On a certain day at a certain hour we will pull into the station. There will be bands playing and flags waving. And once we get there so many wonderful dreams will come true. So many wishes will be fulfilled and so many pieces of our lives finally will be neatly fitted together like a completed jigsaw puzzle. How restlessly we pace the aisles, damning the minutes for loitering ... waiting, waiting, waiting for the station.

However, sooner or later we must realize

there is no one station, no one place to arrive once and for all. The true joy of life is the trip. The station is only a dream. It constantly outdistances us.

"When we reach the station, that will be it," we cry. Translated it means, "When I'm 18, that will be it! When I buy a new 450 SL Mercedes Benz, that will be it! When I put the last kid through college, that will be it! When I have paid off the mortgage, that will be it! When I win a promotion, that will be it! When I reach the age of retirement, that will be it! I shall live happily ever after!"

Unfortunately, once we get "it", then "it" disappears. The station somehow hides itself at the end of an endless track.

"Relish the moment" is a good motto, especially when coupled with Psalm 1 18:24: "This is the day which the Lord hath made, we will rejoice and be glad in it." It isn't the burdens of today that drive men mad. Rather, it is the regret over yesterday or fear of tomorrow. Regret and fear are twin thieves who rob us of today.

So stop pacing the aisles and counting the miles. Instead, climb more mountains, eat more ice cream, go barefoot oftener, swim more rivers, watch more sunsets, purchase more Model T's, go on more tours, laugh more and cry less. Life must be lived as we go along. The station will come soon enough.

MEMBERSHIP DIRECTOR/EDITOR



Welcome to new members Kevin & Debi Carr who joined our chapter on March 9. Kevin & Debi are proud owners of a 1956 Golden Hawk.

We hope to see the Carrs, as well as the rest of you, at some of our chapter functions. With the inclusion of our new members, our membership now totals 64 families.

• On the editorial side, I must again thank Marty for his contribution to this issue. How does he, and *only he*, find those very precious 15 minutes over a two month span.

• A curious event took place at our April meeting. It seems that no one, not a single soul attending, had any inkling as to the tentative date, time, or location for the State Meet. I was able to enlighten everyone by simply reading the information from the front page of, now get this:

The Latest Issue of Greasy Prints.

• Just in case you have been reading too fast, please note that the previous two paragraphs begin with a "•". It's just my way of trying to get your attention. You might want to re-read these later.

IDIOT LIGHTS

(U.S. helping us)



EPA WAGES "CHEMICAL
WARFARE," PUTS U.S.
EMPLOYEES OUT OF WORK



NOTE: This story was taken from the April 1998 issue of *The Driving Force*, courtesy of the Specialty Equipment Market Association.

A U.S. company located in the Midwest had, for many years, imported chemicals which it then processed and re-packaged for sale overseas, all under the watchful eye of the EPA. The Federal Insecticide, Fungicide and Rodenticide Act exempts U.S. producers of products not intended for use in this country from approval requirements. Thus, while the company followed all labeling requirements, it did not seek agency approval for the chemicals processed.

Much to the surprise of the company, and without warning, the EPA notified the firm that, beginning immediately, all product handled at the firm needed EPA approval. The firm's attorney sent a letter to the Office of the General Counsel of the EPA asking for a clarification of its long-standing policy to not regulate product not intended for use in the U.S. Not only did the company not hear back from the EPA as to why the sudden policy switch, but worse, the EPA seized some raw material being shipped to the firm's processing plant. Faced with the impasse and an intolerable situation, rising airport storage costs for the seized product, a long and costly process to seek approval for the chemicals and the refusal of the EPA to respond to inquiries to clarify the situation, the company has reluctantly laid off its U.S. workers and is now processing its products offshore.

FIGHTING THE FIGHT

This article originally ran in *Old Cars Weekly News & Marketplace* March 27, 1997.



Most of you are familiar with the clunker bills and zoning that affect old vehicle collectors. We urge hobbyists to fight against these efforts by joining organizations set up to protect our hobby. The following organizations fight laws and regulations that harm this hobby:

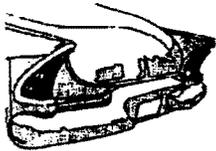
Amer. Automotive Heritage Foundation
PO. Box 482, Carlisle, PA 17013-0482
Phone: (717) 240-0976, Fax: (717) 240-0931
Association of California Car Clubs
PO. Box 1331, Palm Desert, CA 92261
Ph: (619) 346-1984, Fax: (619) 568-6534
Auto Restoration Market Organization (ARMO)
Specialty Equipment Market Assoc.,
PO. Box 4910, Diamond Bar, CA 91765-0910
Ph: (909) 396-0289, Fax: (909) 860-0184
Citizens Against Repressive Zoning (CARZ)

PO. Box 536, Haslett, MI 48840-0536
 Ph: (517) 351-6751, Fax: (517) 339-4926
Coalition For Auto Repair Equality
 119 Oronoco St., Alexandria, VA 22314
 Ph: (800) 229-5380, Fax: (703) 519-7747
Council of Vehicle Associations (COVA)
 7000 W. Southwest Highway,
 Chicago Ridge, IL 60645
 Ph: (800) CARS-166, Fax: (708) 598-4888
Int'l Society for Vehicle Preservation
 PO. Box 50046, Tucson, AZ 85703-1046
 Ph: (520) 622-2201, Fax: (520) 792-8501
 Internet: <http://www.aztexcorp.com>
World Organization of Auto Hobbyists (WOAH)
 PO. Box 1331, Palm Desert, CA 92261
 Ph: (619) 346-1984, Fax: (619) 568-6534

NOTE: The OAC urges each member to join one or more of the organizations listed above.

TAIL LIGHTS

(News of Past Events)



SPEEDWAY SPECTACULAR
 OAC members join Avanti Owners at major function

Saturday, March 28, Jerry & Becky Ray in their 1957 Silver Hawk, Lou Scheffler and fiancée Bonnie in his new 1982 Avanti II, and Frank & Anita Ambrogio in their 1956 Golden Hawk met in Sanford to caravan to the Daytona Speedway. Along the way, we were passed by a couple of 1965 Ford Galaxie convertibles. Nice looking cars, at least when viewed from the rear.

Upon our arrival we met up with Bob Oakes in the, now famous, Lark/Hawk and Hermann & Margaret Krueger in their 1981 Avanti II. We parked next to about a dozen Avantis from the Avanti Club of Florida. Nonmembers, Bob & Trish Edwards from Jacksonville, also showed up with their 1956 Golden Hawk.

The show field was full of cars of every type and name plate and the swap meet had a huge number of vendors. Though the Avantis outnumbered the Studebakers about 3 to 1, thanks to the Avanti club, we made a pretty good showing.

The following weekend, several of us as indicated in Marty's report, attended the Early Irons Easter Rod Run. This was a good size show with quite a variety of cars. The customs and street rods are always colorful and I always enjoy the quality of the work as well as the imagination that goes into them. The Early Irons club always does a great job on this show and they seem to enjoy doing it.

• So, the OAC was represented by six Studebakers at two of the areas largest shows. Great showing by us? Not as good as the eight Studebakers in the parking lot at Quincy's for our April Sunday breakfast.

THE GREASE MONKEY



TECH TIPS

If you have a tech tip which you feel will be of interest to our members, please send it to the Editor.

The following tip comes from *Wheels and Deals*, newsletter of the Orange Empire Chapter, Doug Hughes - Editor)

LUG NUTS AND WHEEL STUDS

You can replace the lug nuts with the following Dorman part numbers. They are available at most auto parts stores.

Before 1958 Studebaker used left hand thread on the left side of the car and right hand thread on the right side of the car.
 Right hand thread nut - 611-027 1/2" X 20
 Left hand thread nut - 611-026 1/2" X 20

1940 to 1958 Wheel studs use the following:
 Right hand thread 610-092 1/2" X 1 5/16"
 Left hand thread 610-093 1/2" X 1 5/16"

1959 and later Studebakers used the following studs in all positions.
 610-032 1/2" X 20 X 1 3/8"

Consider installing right hand thread studs and nuts in all positions.. It will eliminate confusion when the 16 year old tire expert hits the stud with his air wrench set for right hand operation and breaks off the stud.

(Thanks to *Starlight S'coupe*, newsletter of the San Diego Chapter, for this item.)

GOLDEN QUILL

National publication issues its award to club editors.



For the second consecutive year, *Greasy Prints* was selected as a recipient of the Golden Quill Award in the Regional Club Publications category. The annual award is given by *Old Cars Weekly News & Marketplace*.

• Thanks to everyone who submitted items during the past year, namely, Marty Burns, Bill Coffield, and Dean Gessner. This influx of material was supplemented by Jan Young's *History Corner* and whatever I could pilfer.

Other winners were Linda Fox (*Turning Wheels*), Chris Altenburg (*Avanti*), yours truly (*56J ONLY*), Leigh Morris (*Studebaker Spokesman*), and Gail Ault (*Western Outlook*). One other editor whom I exchange newsletters with, *Orange Blossom Chapter -HET* editor, Larry Romig also won (*Florida Sunvisor*) and (*HET - Newsletter Editors' Newsletter*). Good work.



THE HISTORY CORNER

By Jan B. Young

Number 9

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Genesis

The very earliest days of the auto industry in the USA were marked primarily by individual contribution. The availability of electrical batteries and motors, the relative maturity of steam engine designs, and the first appearance of primitive gasoline engines on the market sparked many a backyard mechanic to replace old dobbin with something more up-to-date. Commercial possibilities didn't elude these experimenters, but the money required to exploit their ideas did, and as a result, autos built in the early and middle 1890s were virtually all one-of-a-kind cars; no one was able to get into production.

In 1893, the World's Columbian Exposition was held in Chicago. Clement Studebaker was president of the Indiana commission for that event and was heavily involved in its organization and operation. The exposition was famous for the first appearance of Mr. Ferris' wheel and for a dancer named Little Egypt. Although they received little press at the time, it also featured a small number of horseless carriages, most on display, but one or two may have been operated. It is quite possible that prior to 1893 the Studebaker brothers had never seen a horseless carriage, but hard to imagine that Clement failed to see and study one or two during the Exposition.

The World's Columbian Exposition was also the starting point of another famous event: the Chicago Times-Herald trials of 1895. H. H. Kohlsaat, publisher of the newspaper, decided that the autos he saw at the Exposition were the start of something big, not only for the country, but also for his paper. He designed a series of trials for automobiles and offered a \$10,000 prize to the winner. The trials are a well-documented and very important part of the early history of the automobile in the USA. Fifty-two cars were initially entered, but even after a delay intended to allow inventors to complete their vehicles, only eleven showed up and of these eleven, six actually competed in snow following an early blizzard. Although prizes were divided among the entrants and no single winner was declared, most historians consider the most successful entrant to have been J. Frank Duryea.

What is less well known, is that the Times-Herald trials consisted of three parts, an indoor inspection in which the cars were measured, weighed and tested,

followed by the famous outdoor run from Jackson Park to Evanston and back, and finally a repeat of the indoor inspection following the run. Test apparatus amounting to a dynamometer was designed and built by the Chicago City Railway Company. The cars to be tested were loaded onto the machine and then run, with their drive wheels resting on two revolving drums which recorded power output. From this data, performance, capacity on hills, and fuel consumption could be measured. All-in-all, it was quite a sophisticated test.

The Times-Herald had no facilities adequate for the indoor trials, so Kohlsaat turned to the Studebaker corporation. Peter Studebaker, who was then running Studebaker's Chicago carriage repository, allowed the Times-Herald to use its building as a place to erect the testing machinery and perform the tests. Peter, it seems most likely, was very much on hand and must have been very interested in the vehicles that paraded into and out of his building.

These two connected stories show that the Studebaker brothers were in touch with the automobile business long before the 1897 board meeting in which the company authorized the construction of an experimental Studebaker car. They had the opportunity to examine early autos at close range and to observe their actual performance. Studebaker's entry into the business in 1901, which some view as tardy, was at least not out of ignorance of the state of the art or disinterest in the potentials of this technology for the future, but could easily have been simply a matter of waiting for the technology and the market to mature to the point where entry could be profitable.

Richard Humber and his Studebaker Champions

The March 27, 1935 issue of Automotive Daily News was primarily devoted to Studebaker and to the company's stunning recovery from receivership. It contains much of interest to Studebaker historians and will be the source of several articles in The History Corner.

According to writer Dorothy Sutherland, Studebaker was the third largest automobile radio advertiser in the mid-1930s and the largest advertiser above the lowest auto price group. (In the jargon of the times, that meant that Ford and Chevrolet spent more money on radio than Studebaker.) Studebaker broadcast a regular Sunday radio show that ran from 9:30 to 10:00 o'clock in the evening. The show was carried coast-to-coast through forty two stations and featured a band known as "Richard Humber and his Studebaker Champions." The band played at the New York Ritz Carlton and Studebaker's show was most likely broadcast from there. Like most bands in that day, the Studebaker Champions featured Humber as

conductor, a vocalist, and fifteen sidemen. Many of you reading this can close your eyes and hear the kind of music that must have gone out over the airwaves under Studebaker sponsorship.

Richard Himber, directing the Studebaker Champions, was not the first band to play Studebaker's praises over the air. He succeeded at least one earlier band, inaugurated in 1929 by arranger Jean Goldkette. Goldkette's band was also known as the "Studebaker Champions".

Himber was considered one of the best band leaders of his day. During 1934, just before signing with Studebaker, his band was known as "Richard Himber & his Essex House Orchestra". It featured Joey Nash as vocalist, but was best known for including a harp and harpist which gave it a sound unlike any other swing band of the day. The band was voted best for 1938. We have to wonder whether or not Himber's band was recorded and whether any of its recordings have survived.

[Sources: Automotive Daily News 3/27/1935, Studebaker Wheel 3/1929 and 5/1936, Richard Quinn, The American BigBands Database (<http://cnct.com/home/mlp/bigbands.html#TOP>)

Department of Obscure Facts

All work and no play makes a boy dull, indeed.

This familiar saying certainly applies to those of us who drive and cherish Studebakers -- at times, maybe it applies too much. It also applied to the nineteenth century industrialists who founded and built the Studebaker Corporation. They, too, took time off and had hobbies and relaxations.

Clement Studebaker's hobby was politics. He was deeply involved in a number of presidential elections as was a friend of several presidents including Ulysses Grant, Benjamin Harrison and James McKinley. More on this subject in a later article.

J. M. Studebaker's hobby was hunting and fishing. While Clem had been known as a successful rabbit hunter during his boyhood, J. M. took the business seriously. According to one contemporary newspaper article, he was "an indefatigable hunter and a lucky and persistent, if not scientific fisherman." J. M. hunted and fished the Kankakee river and the forests of western Tennessee, but his favorite locale was the Rocky Mountains. As a young man, he built a wagon specially for these trips. It was large enough to carry a boat, dogs, guns, camping equipment and provisions for an extended trip. One imagines a horse-drawn motor home, and given the skill of the man who built it, the image might not be far off.

Over the years, J. M. brought home trophies

and, presumably, more trophies. Wife Mary Jane certainly didn't dust them herself, as the family had plenty of money for servants, but she apparently did tire of them, because an armload were eventually gotten rid of by donating them to the Field Museum in Chicago.

In recent correspondence, the Field Museum verifies this story, at least in part. Its records indicate that J. M. Studebaker donated a stuffed elk in 1899 and that the elk was taken in Garfield County, 75 miles west of Glenwood Springs, Colorado in 1895. Regrettably, the elk is no longer in the museum's collection. The museum noted that older specimens were not always properly preserved and, although it is no longer done, they were sometimes simply discarded due to aging, insect infestation and for other reasons.

Too bad. It would be fun to visit the Field Museum and take a photo of J. M.'s elk!

SEARCH LIGHTS WANT ADS

NOTICE

Ads for Studebakers or related items are free. They will run at least 2 times, must include the city. All ads must be submitted in writing.



CARS FOR SALE

1947 CHAMPION 4 DR 6 Cyl W/OD, radio, and heater. Has new seat cover & door panels, needs new headliner & floor mats. Has all new brakes, needs hill holder, has a new "el Cheapo" paint job (bad). Runs great \$2,500. Larry Good, 9401 Bay Pines Blvd, St. Petersburg FL 33708, days, 813-392-2198, nights 813-596-5550.

1949 2R10-22 1/4 ton pickup, 8' bed, good tires, little rust, runs and drives well, 58,000 miles \$2995 OBO. Eleanor M. Suba, 835 N. Wild Olive, Daytona Beach FL 32114, 904-238-6065.

1950 4 Door CHAMPION, stored 8 years, runs good, body & trim good, interior needs (to be) replaced, old project, wife wants garage, "fix it or sell it", sell for \$2600. Ted Celentino, 904-322-1973 (city not listed). Personal note from marty: "sounded real motivated on the phone."

1955 SPEEDSTER, runs, condition 4/5, auto, power steering, power brakes, restoration begun, car in primer, has original leather interior and wire wheel covers, interior restoration not yet started, lost storage, asking \$3500. Jim Morgan, 205 Carrigan Blvd, Merritt Island FL 32952, 407-453-0986.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, FL 32703, 407-889-9252.

1963 AVANTI \$3500, (no info available), Armon Hiltz, 813-447-3375 (Clearwater).

1963 AVANTI R1, #3 condition, automatic, white exterior & interior, new tires, needs cosmetics, asking \$12,000 or best offer. Contact: Bob Fairchild, 214 Dunham Drive, Battle Creek MI, tel. 616-964-1550.

PARTS/ACCESSORIES FOR SALE

FREE TO GOOD HOME - L rear fiberglass fender, never used, about 16 years old, C-K H.T. or coupe. Marty Burns 407-422-6706 (Orlando)

STUDEBAKER PARTS & SERVICE, Robert & Dolores Oakes, 203 Palm St, Fruitland Park FL 34731, 352-365-0743 (Oct 1 to May 1) or 1152 Ct. Rt. 38, Norfolk NY 13667, 315-384-3926 (May 1 to Oct 1).

STEPHEN ALLEN'S AUTO has new & used Studebaker & Packard parts. N.O.S. parts, mechanical, electrical & trim. VISA, MC, DISC accepted. 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369. For orders only 800-532-1236.

2 Packard/Golden Hawk 352" V-8 engines. One runs, other complete and turns freely. These are actual Golden Hawk engines. 3 speed w/O.D. & bellhousing and flywheel fitted to running engine. I can load up 4 U. \$446.87 for all. Will partial trade for good running Studebaker V-8 any size, 1955 and up. Bill Hahn 904-255-6093 after 5pm.

352" Packard (1956 Golden Hawk) V-8 engine, complete and nice minus carburetor, T-85 transmission with floor shift, 1956 Golden Hawk dashboard. 1960 Hawk interior and rear end. Stephen Cade, 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369

1951 STUDEBAKER 2R5 PICKUP TRUCK USED PARTS FOR SALE all parts used but in good condition. Transmission \$50, 6 cyl motor (not running) block heads rods pistons crank oil pan \$75, front axle complete with hubs \$50, 1 carburetor \$20, 1 generator \$15, 4 original wheels \$40, 1 starter \$15, front springs \$20, complete instrument panel \$25, all the above at one time purchase \$200. Charlie Downing, 2253 Oxbow Rd, Jacksonville FL 32210, phone 904-781-4138.

FOR SALE. 1950 Pickup steering wheel good \$25, steering column w/gearbox \$20, rear fender shields NOS \$30. 1950 Pickup right rear fender \$50. 1951 hubcap 11 inch \$8. 1952 tail light lens \$3, tail light housings \$2, dome light complete \$3, dome light lens \$2, parking light lens \$2, timing gear \$5, oil filler cap \$2, door handles \$2, trunk

handle/lock pitted \$5, dist cap & rotor 8 cyl \$2, wheelcover \$8, new Stromberg WW carb \$65. 1955 NOS tail light housing sedan \$10, windshield wraparound good \$50, wheels exc cond (2) \$10 each. 1955 vent windows front & rear set of 4 \$1.99 (year end special), front bumper \$20 1955 window regulators \$10. 1957 Hawk left end fin trim NOS \$35. 1961-1964 OHV-6 int/exh manifold \$25. 1962, 1963 wheelcovers \$8 ea. 1963 Cruiser vanities \$5 ea. 1963 Lark front windshield good \$35, rear windshield good \$15. 1964-66 Lark door left rear good w/glass \$20, rear bumpers \$10-\$15, window regulators 2 dr \$10. AC system complete (compressor, evaporator, & condenser) \$150. Lark steering wheels \$5 ea. T-cab pickup custom rear bumper \$10. Transmissions T-86E-1 (short) \$50, T86E-1T (long) \$50. Paul White, 32404 Okaloosa, Sorrento FL 32776, 352-383-7279.

1963-1964 GT HAWK parts, glass, stainless, many other items, magic elixir \$1.00 a bottle (add to oil, gas, trans, nostalgia item). Jerry Ray, 1012 Cama Ct, Winter Springs, FL 32708, 407-699-5364 (5:00 pm to 8:30 pm ONLY).

FILE CABINET with 1950s and 1960s Studebaker dealer papers, tech flyers, old titles, etc. Will separate or sell all. Call for info. Bill Barry, 352-787-0769 (city unknown).

PARTS FOR SALE, fan blade \$5.00, overdrive cable \$3.00, 15" wheel rim \$2.00 (believe from a 1964 Commander), small hubcaps \$1.00 each, V-8 fuel pump (AC-4227) used \$5.00, door bracket (left bottom rear, 1964 Cruiser) \$3.00, windshield washer bag bracket \$2.00, magic elixir \$1.00 a bottle (add to oil, gas, trans, nostalgia item), Frank Ambrogio, 31700 Wekiva River Road, Sorrento FL 32776.

FERN PARK AUTO PARTS, 1420 E. Hwy 436 (2 blocks W. of 17/92), foreign & domestic, machine shop service, hard to find parts our specialty (no body parts). 407-339-3509.

VEHICLES/PARTS WANTED

SERVICEABLE 169 CUBIC INCH six cylinder overhead valve engine, complete or short block. Threw rod in Mud Lark. Jim Morgan, 205 Carrigan Blvd., Merritt Island FL 32952, 407-453-0986.

1972-1980 TURNING WHEELS, Paul White, 32404 Okaloosa, Sorrento FL 32776, 352-383-7279.

SERVICES OFFERED

AUTO MECHANICAL REPAIR SERVICE. Studebakers are my specialty. If I can be of help, call Marty Burns, 407-422-6706.

BUFFY'S STAINLESS STEEL RESTORATION, buffing, dent removal, scrapes. Warren Light - owner, 2900 Cave Cay Drive 3C, Clearwater, FL 33760, 800-479-4487

HEAD LIGHTS

CALENDAR OF EVENTS



Regularly Scheduled
Chapter Events

ORLANDO AREA CHAPTER (OAC) MEMBERSHIP MEETINGS are held at 7:00 pm on the 2nd Saturday of each month from Sept-May at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd.

OAC MONTHLY BREAKFASTS are held at 8:00 am on the last Sunday of each month at: Quincy's Family Steak House, US Hwy 441 (Orange Blossom Trail), one block north of Lee Road/John Young Parkway (423). BYOB (Bring Your Old Baker).

MAY

02 25th ANNUAL AUTOMOBILE SHOW AND SWAP MEET sponsored by Northeast Florida Region AACA at Moosehaven in Orange Park. Info: 904-721-0657.

03 6th ANNUAL ORPHAN VEHICLE SHOW & SWAP in Snellville GA, Rick Kaman 404-288-8222.

09 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

15-16 30th SOUTHEAST ZONE MEET in Knoxville TN at Farmers Market, Info: Bonita Harger 423-525-6025 (9am-5pm ET)

31 OAC MONTHLY BREAKFAST AT 8:00 am.

JUNE

12-13 RIVER CITY MEET AND NOSTALGIA FEST presented by the West Tennessee Chapter in Millington TN. Tel. 901-835-2721.

28 OAC MONTHLY BREAKFAST AT 8:00 am.

28-JULY 04 34th SDC INTERNATIONAL MEET at the Hyatt Regency Hotel in Austin Texas. See *Turning Wheels* for details.

JULY

26 OAC MONTHLY BREAKFAST AT 8:00 am.

AUGUST

30 OAC MONTHLY BREAKFAST AT 8:00 am.

SEPTEMBER

12 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

19 RESTORATIONS '98 sponsored by Florida Region AACA, site to be determined. Info: Steve or Vonell Cooley (phone?).

27 OAC MONTHLY BREAKFAST AT 8:00 am.

OCTOBER

10 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

24-25 FLORIDA STATE MEET at the Best Western in Vero Beach (flyer next issue).

25 OAC BREAKFAST at 8:00am

NOVEMBER

07 OAC ANNUAL PICNIC at Kelly Park off Lake Sylvan Road in Sanford at 1:00 pm. Bring your own meat to grill. The Chapter will supply drinks and condiments. There is a \$3.00 admission to the park and no liquor is permitted. RSVP to Marion White 352-383-7279 or Marty Burns 407-422-6706.

14 OAC MEETING at 7:00pm (this meeting may be canceled due to the picnic).

13-15 HEAVEN HILL FARM automotive - car corral - antiques and collectibles swap meet in Gilchrist County. 904-935-0348.

29 OAC BREAKFAST at 8:00am

DECEMBER 1998

06 OAC ANNUAL CHRISTMAS DINNER at Marina on the Lake Motel and Restaurant in downtown Sanford on Lake Monroe. We will meet at 1:00 pm at Seminole and Palmetto just East of Hwy 17-92. RSVP to Marion White 352-383-7279 or Marty Burns 407-422-6706.

12 OAC MEETING at 7:00pm (this meeting may be canceled due to the Christmas dinner)

27 OAC BREAKFAST at 8:00am

THE LAST WORD

A few comments from your editor
By Frank Ambrogio



As editor, I always have the occasion to get in the last word. I've tried to keep my personal feelings to a minimum, but with this issue, I'd like to voice my views on the state of our chapter.

When I helped start this chapter, I felt that, besides a few social functions, one of our main goals would be to promote the name of Studebaker in this area's old car hobby.

The other three founding couples, must have shared that view as they made a pretty good showing at many shows over the next year and a half. Then the other three families moved away or dropped out and the character of our chapter seemed to change.

• Fewer and fewer members attended old car related events and we seemed to get better attendance at our social type of activities. The OAC participation at the Easter Rod Run and our April Breakfast bears this out.

Picnics, dinners, breakfasts, and even meetings for that matter fit the category of social functions more than old car hobby functions. Although I might do so if the mood strikes me, I don't see the need to drive my Studebaker to any of these events.

The poker run is another social function which usually ends up as a picnic. It can be fun to take the Studebaker along but, unless we do the run with other area clubs, we are simply operating in our own little world.

Parades may get us in front of the public, but again, they do little to promote our Studebakers in the hobby. Driving two or three miles per hour so a few people can reminisce, while the others ask "what is it?", is hardly worth the effort. The only time I might consider joining in a parade is if they paid our chapter to participate.

Some of you may enjoy some or all of the above activities and I encourage you to participate. I still maintain that they do little, or nothing, to promote our cars and our chapter among those in the hobby.

I drive my cars each weekend. While I'm behind the wheel, I watch other drivers and pedestrians to see their reaction. Most, and I mean about 98%, of them are not even aware that there is an old relic (okay two old relics) in the vicinity. Among those who are aware, 99.9% don't care. Many drivers feel I'm in the way and show their displeasure. Instead of the *thumbs up*, I expect to see the famous, one finger, *you're #1 sign*.

These are the very people we perform for when we participate in parades and also the ones who ignore us at our picnics. These are the people who might say "nice car", but who have no interest in getting into the old car hobby. These are the same people who don't care about, or perhaps support, scrappage programs and nuisance zoning.

The result of our joining in these events is that a lot of non hobbyists get to see some of our cars. I fail to see the value of that. When the event finishes, they will go back to their normal routines and will rarely, if ever, think about us again.

- They most certainly will not go out and buy a Studebaker, join our chapter, and take over the job of Editor. So where is the benefit to our club and our marque? I don't see one, except that possibly our egos get a booster shot.

I would rather take my car to an old car show or cruise and be with other owners and hobbyists. Seeing the Studebaker sit, not stand out, among the other makes is the kind of promotion I am writing about. The owners and spectators are the ones who make up the old car hobby and these are the people I would rather be involved with.

Participating at a car show takes a lot of dedication as it results in a long, usually hot, day. Doing so with fellow members makes the event much more enjoyable. It becomes an old car hobby related event and a social activity, since we always eat at the show.

- Two years ago, Marty Burns, Larry Golub, Jerry Ray, and I attended a show at the *Hooters* in Casselberry. The weather was extremely cold and probably reduced the number of participants by half. As a result, we ended up tied with two or three other clubs for the most participants from one club. Hearing the *Studebaker Drivers Club* mentioned in the same sentence with those other, more popular, clubs pretty much explains the whole point of this essay.

There has been discussion about attracting younger members into the *Studebaker Drivers Club*. I don't think it will happen with parades, picnics, or breakfasts where perhaps 2% of the bystanders may have a casual interest in old cars. The people, young and old, most likely to join us are those attending the old car show or cruise. The percentage of those interested in our hobby is much greater at these events.

- I have always felt welcome at every show or cruise. The show sponsors are happy to have us attend. Besides our entry fee, we bring something unusual to their event. I can't tell you how often I've heard someone say, "I didn't know there were any Studebakers left." If they only knew. I should tell them to come to our picnic if they want to see Studebakers.



I am not saying that each of us has to attend ten or twenty shows a year. I don't want to drive clear across Orlando in heavy traffic, or hot weather, to attend every show. Members living near a show site or cruise should try to attend as our chapter representatives. Our policy should be to make more than a token appearance at two or three of the larger shows such as the recent *Speedway Spectacular* and *Easter Rod Run*. Our members have many fine cars which should be seen more often at hobby related events.

Our social functions are great. They are the grease that keep our chapter's wheels turning. They do not, however, promote the Studebaker name in the old car hobby. The wheels may be turning, but we're stuck in second gear. In order to reverse our third gear image in the Orlando area old car hobby, we need to shift gears and make a better showing where it counts.

- I welcome your response, pro and con, but *Frank(ly) Speaking*, history forecasts the reaction I'll get. I suspect that I have already gotten in, *the last word*.

• <- This character is called a bullet. All paragraphs so noted in this issue are firing a shot.

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.

Orlando Area Chapter members are entitled to free checking with no minimum balance at Great Western Bank. Accounts must be opened at the Winter Springs branch at 5601 Red Bug Lake Road. Once the account is established, transactions can be made at any Great Western Bank branch office. Identify yourself as a member of the Orlando Area Chapter, Studebaker Drivers Club.



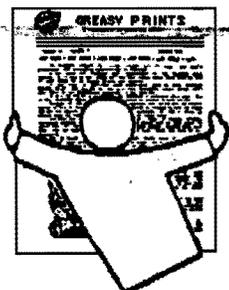
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GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

PRESIDENT - DEAN GESSNER
VICE PRESIDENT - JIM MORGAN
ACTIVITIES DIRECTOR - MARTY BURNS
TREASURER - BILL COFFIELD
SECRETARY - PAUL WHITE
MEMBERSHIP DIRECTOR/EDITOR - FRANK AMBROGIO

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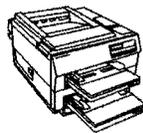
JULY-AUGUST 1998

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

EDITOR'S REPORT

Items of interest from our last meeting

• In the absence of our meeting minutes, I would like to report on a few items that came up at our last meeting. *Although it is not the Editor's duty to relay events from the meeting, I felt they were important and would be of interest to our members.*



Treasurer Bill Coffield stated that our checking account balance has dipped below \$1000. This has resulted in a monthly \$10.00 service charge. In an effort to help get our account above the minimum, our Membership Director (see his name listed above) has opened membership renewals early.

He further stated that if you renew now, you don't even have to fill out a form. Simply send your check to him, made payable to Orlando Area Chapter - SDC, and he will take care of the rest. Dues are still \$10.00 for 1 year, \$20.00 for 2 years, etc.

Why not renew for two, or more, years while he is in a good mood. Heaven only knows, that doesn't happen very often.

The 2ND Annual Downtown Antique & Classic Car Show will be held in Mount Dora on October 3. The Ambrogios and the Rays have already registered and I hope you will too. The OAC has selected this event as one of our club participation shows. Our hope is to have 57 Studebakers on display (we'll settle for 5 - 7 Studebakers). For details call Dean Gessner or Marty Burns.

Our Council of Vehicle Associations (COVA) point of contact, Reed Webb, has dropped out of our chapter. That leaves us without any representation in COVA. We need someone to take Reed's place. If you are interested, please contact Dean as soon as possible.

And finally, on behalf of all our members, I would like to offer a special thank you to Don Bales. As many of you know, Don has so graciously allowed us to use his dealership facilities for our monthly meetings.

We have been meeting in the same place for the past 12 years, and Don has never let us down. Thank you Don.

MEMBERSHIP REPORT

Welcome to new members William & Phyllis Beggs Sr. They live in Indian Rocks Beach and joined our chapter on April 29. William & Phyllis are the proud owners of a 1955 President Speedster. The newest addition brings our membership total to 65 families.



Renewals are due on October 1st. Anyone wishing to pay their dues early, can do so by sending their check to me at the address shown above. Additional details on renewals are in the Editor's Report. I have asked the Editor (see his name listed above) to relay this information to you because he never makes those little snide remarks as I sometimes do.

ACTIVITIES DIRECTOR'S REPORT

By Marty Burns

The past few weeks have been interesting. Not loony, as it has been before, but busy. I got so darned busy and distracted that I keep forgetting what DAY it is! I even missed a couple of meetings! I seldom do that. My friend with a body shop in Kissimmee has obtained my services to



restore a '72 V.W. bus. (who knows WHY!) I have been spending at least three days a week (with some exceptions) for the last seven weeks doing rust removal, panel welding and body work. It is now ready for paint. Out of MY area of expertise. I have laid out a neat scallop pattern on the front. Should look pretty good when carried out in cream and burgundy.

I did have to take a week off when I slipped on a wet spot at the shop and aggravated the cluster of bone spurs under my right kneecap. Not a wonderful experience! I did a similar number on my left leg 14 years ago and took over a month to get over it. Put quite a few miles on my cane then. This time I only needed the cane and a knee brace for a couple of weeks. I am still being VERY careful!

About a month ago, before wasting my knee, I got a call from Sid Hinchliff, who recently re-joined the OAC. He told me they were selling their house and moving to Owego N.Y. in mid June. Asked if I'd like to haul off his leftover STUDE parts. Free of charge. ABSO-friggin'-LUTELY I would!!

I commandeered my neighbor and his '66 Chevy P/U and we made Boogie to Sid's place. The three of us loaded stuff in the truck and Jean-Luc. Made several trips each. Among other things, I ended up with a disassembled '55 259 and trans. I thanked Sid for the goodies, told him to keep in touch and wished him luck. A nice guy.

Shortly after that, while I was beginning to get around minus the cane, an ex-club member called me with an offer he thought I couldn't refuse. He has been using my services on a '59 Edsel 2dr wagon for the past couple of years. It's nearly done. He informed me that he had just bought an early '50s kit car someone started building over 40 years ago. (The key word here is STARTED.)

It is a "Victress" (?) on a '47/8 Ford chassis with a '50 (?) Mercury flathead. Said he had wanted one as a teenager. HAD to have it! He said it and he were going to need LOTS of help. Would I be willing to trade a certain amount of labor in exchange for his moderately rough '58 Golden Hawk and a mess of Studebaker parts. Including a STUCK but rebuilt complete supercharged 289 and a running '59 Silver Hawk 259 and trans. I have very limited storage space. But, Studie STUFF beckoned AND I dig working on flatheads.

So, he turned out to be right. I couldn't refuse. The project sounded intriguing and I do need an engine for Studley until I get around to rebuilding the original. Plus, Jean-Luc's lack of a supercharged engine has bugged me from day-one. The little 232 has been reliable since I have un-screwed-up the C-H-M repairs. But, it's a tad small for

that heavy wagon and, of course, not the "correct" engine. If I can get the S/C 289 going, you know where it's headed. The Hawk COULD be restored. It's not rotted away. But, I don't have space, time, money or inclination right now to redo it. I would LOVE to have one of these limited production beauties. "Someday". Maybe one SOMEONE ELSE put the time into.

So, here's my dilemma. I have gone from needing an engine for Studley, to having FOUR '55 259s in various stages of assembly and an S/C 289 (with transmissions), a '58 G-H body (salvageable) and a mess of odds and ends! Is anyone interested in at least a couple of the 259s and the G-H body? I might be persuaded to let the S/C engine go with it if I got a good 289 (w/bellhousing) for Jean-Luc. Personal note: Stephen Cade, are you listening? You really NEED another car!! I'm up to my Wahzoo in Stude Stuff!

On another note. I ran across some Studebaker trivia in my reading. An ironic note. The older members of the club might remember the entertainer Herb Shriner. (I vaguely recall the name.) It appears he was a Stude fan also. Unfortunately, in 1970 he was killed in a '63 Avanti. What an inglorious end for both.

Also, I obtained a book called "Weird Cars". Among the odd-ball, interesting and even grotesque cars was a real goofy car which resides in the National Bowling Hall-of-Fame in St. Louis (Bowling hall-of-fame??) is a car shaped like a bowling pin. The front and rear bumpers are adorned with real bowling pin bumperettes. It started life as a 1936 Studebaker Coupe. A bowling lanes owner began the conversion in 1949. Took 5 more years to completion. If you're intent on seeing it, (Maybe on your way to Texas?) the museum is at, 111 Stadium Plaza, St. Louis, MO 63102-1716. If you do go, please get some color shots. I have got to see this!

I haven't seen a single show other than the regular commercial shows. However, I did receive an invitation for us to attend an un-show of "Orphan Cars" at Buddy Freddie's Restaurant in Plant City. The get together is ONLY for orphans such as ours. There is NO judging and no fee. If you're interested, contact: Larry Romig @ 6029 18th Ave. N., St. Petersburg, FL 33710-4940. Tel. 813-347-4479 E-Mail, hudsonfan@juno.com. I am thinking about going, myself. If I don't get trapped amongst the Studie-parts in my garage! The show is Sep. 19.

I must thank Frank for bringing me part of episode 11 of "From The Earth To The Moon". I have yet to see the series, but this section has about a 2-minute segment in the beginning featuring Jean-Luc being driven by Jim Lovell's wife with three little kids aboard. There are several nice shots and the pale green wax they used to tint the white

on the car came out well in the photography! I have been told that there are a couple of shots without the tint in the earliest episodes too.

To all of you headed to Texas: Have a great trip! Enjoy the meet. AND, be sure to bring back lots and lots of photos and videos for those of us not going to "OOH", "AAH" and "WOW" over. See Ya'll, MARTY

KING PIN CORE CHARGE

New record may have been set for return of core charge

By Frank Ambrogio

In 1989, I purchased a set of rebuilt king pins from Ed Costell. Ed handles the king pin project for the *Western Lake Erie* chapter of the *Studebaker Drivers Club*. I paid a core charge of \$50.00 in addition to the cost of the king pins, because I didn't have a set to exchange. I didn't want to remove the ones on the car until I had a set to replace them.

Earlier this year, I finally got around to putting on the new king pins. I had retained my receipt for the core exchange charge all these years. In April, I sent the old king pins and the core charge receipt to Ed.

I made a few jokes about how nine years was pretty swift for me and that I didn't usually work so fast. Although I may have not acted so rapidly, I wanted my core charge refund immediately. I even made a comment about calling a lawyer and that I was standing by my mailbox waiting for my check. About 3 weeks later I received my check and the following from Ed:

Please, oh please, don't call a lawyer, Frank! We'll pay up for the king pin cores.

Seriously, we get so few cores returned that I am thrilled when they do arrive. Although I don't recall any being returned nine years later, no policy of time limits has ever been set, so you can stop hanging around the mailbox.

On the subject of king pin condition, yes, your pins should have been changed to prolong the life of the torrington bearing - the one at the bottom of the king pins inside the spindle. Yours were very rusted and pitted.

P.S. Sorry, we won't be going to Austin (for the SDC Meet). You and Anita have fun, though, and keep recycling.

Ed and I had a little bit of fun with the king pin adventure. That's what makes this hobby such a great one. Besides the fun part, I wanted to point out that perhaps you should check the king pins on your car. If you need to replace them, why not check out

the rebuilt ones offered by Ed through the *Western Lake Erie Chapter*?

You can contact Ed at 5831 Balfour Road, Sylvania OH 43560, Tel 419-882-1147. Tell him Frank (the speedy nine year man) sent you, and make sure you check out his (new?) policy on core charge refunds.

REWARD!

For a very limited time, *WLEC* is offering cash for king pins. In order to continue our chapter project of selling reconditioned king pins, we need more repairable kin pin cores. In a unanimous vote by a majority of the *WLEC* Board of Directors, the Project Coordinator is offering \$25 per pair of rebuildable king pins.

The pins must be part numbers 1551414 and 1551415. The third stipulation is they must be degreased! Only 12 pairs will be accepted at this price. Contact *WLEC* Project Coordinator Ed Costell at 419-882-1147 with your pins. Or, you may e-mail Ed at [OHLHC\(a\)MAVCA.OHIO.GOV](mailto:OHLHC(a)MAVCA.OHIO.GOV).



IDIOT LIGHTS

(U.S. helping us)



From The Driving Force, May 1998, courtesy of the Specialty Equipment Market Association.



Here is another regulatory horror story, an example of unfair or illogical laws and regulations that place unnecessary burdens on businesses and individuals. If the following example makes you as angry as it makes us, let your Representative know and offer to work with him/her to reduce the onslaught of regulations. Also, let the *SEMA* Washington office know if you have any similar horror stories to share; we'll keep track of all calls, as well as print them in upcoming editions. For more information on how to lobby your Congress member, request *SEMA* Fax-on-Demand document #900.

Still Waiting After All these Years

A company in Newport, Tenn., is now idle. The firm had been gearing up to manufacture and sell sucralose, a sugar substitute. The company, a joint venture between *Johnson & Johnson* and British firm *Tate & Lyle*, invested in 10 years worth of research and produced a 22,000-page report for the Food and Drug Administration (FDA) citing 80 separate studies on the safety of the product. The FDA's Center for Food Safety and Nutrition spent 3 years reviewing the company's data, and the Center's director personally informed the company that the FDA was prepared to move forward with its approval.

Based on this information, the firm went into full preparation, buying property and hiring 200 employees to await final approval and begin production. Five years later the firm is still waiting for that final approval and after a while, the workers were let go. The president of the company recently commented, "Either approve the product or turn this down." He feels that the wait is already unduly long and has been very costly. He noted that with a final answer from the FDA, even a negative one, they could at least begin to use the manufacturing facility for another product line.

FIGHTING THE FIGHT

This article originally ran in Old Cars Weekly News & Marketplace March 27, 1997.



Most of you are familiar with the clunker bills and zoning that affect old vehicle collectors. We urge hobbyists to fight against these efforts by joining organizations set up to protect our hobby. The following organizations fight laws and regulations that harm this hobby:

Amer. Automotive Heritage Foundation

PO. Box 482, Carlisle, PA 17013-0482
Phone: (717) 240-0976, Fax: (717) 240-0931

Association of California Car Clubs

PO. Box 1331, Palm Desert, CA 92261
Ph: (619) 346-1984, Fax: (619) 568-6534

Auto Restoration Market Organization (ARMO)

Specialty Equipment Market Assoc.,
PO. Box 4910, Diamond Bar, CA 91765-0910
Ph: (909) 396-0289, Fax: (909) 860-0184

Citizens Against Repressive Zoning (CARZ)

PO. Box 536, Haslett, MI 48840-0536
Ph: (517) 351-6751, Fax: (517) 339-4926

Classic Vehicle Advocate Group

PO. Box 2136, West Paterson NJ 07424-3311
Ph: (201) 881-8838, Fax: (201) 279-3779

Clean Air Performance Professionals

84 Hoy Ave., Fords, NJ 08863-1938
Ph: (908) 738-7859, Fax: (908) 738-7625

Coalition For Auto Repair Equality

119 Oronoco St., Alexandria, VA 22314
Ph: (800) 229-5380, Fax: (703) 519-7747

Council of Vehicle Associations (COVA)

7000 W. Southwest Highway,
Chicago Ridge, IL 60645
Ph: (800) CARS-166, Fax: (708) 598-4888

Int'l Society for Vehicle Preservation

PO. Box 50046, Tucson, AZ 85703-1046
Ph: (520) 622-2201, Fax: (520) 792-8501

Internet: <http://www.aztexcorp.com>

National Motorists Association

402 West 2nd St., Waunakee, WI 53597-1342
Ph: (608) 849-6000, Fax: (608) 849-8697

E-mail: nma@motorists.com

New Jerseys Vehicles Owners Rights Coalition

C/o J.J. Duffett,
17 Larsen Park Dr., Medford, NJ 08055

Specialty Equipment Market Association

Auto Restoration Market Organization
P.O. Box 4910, Diamond Bar, CA 91765-0910
Ph: (909) 396-0289, Fax: (909) 860-0184

World Organization of Auto Hobbyists (WOAH)

PO. Box 1331, Palm Desert, CA 92261
Ph: (619) 346-1984, Fax: (619) 568-6534

NOTE: The OAC urges each member to join one or more of the organizations listed above.

YOUR TURN-SIGNAL



Members respond to comments which appeared in a previous issue

From Joe Raimondi

I read the article on the "Last Word" with interest. I agree to an extent some of what was stated, however, I must comment on what I feel about all this. The name, *Studebaker Drivers Club*, should describe us with no problem. We should be driving our Studebakers, hopefully a lot, as was stated, "weather permitting."

Every weekend, starting on Saturday, my wife and I fire up "Sabrina", our 1953 Studebaker Champion hardtop, and go to town to the local mom and pop restaurant for breakfast. On the way we pick up our mail at the post office. After breakfast we go and pay bills, go grocery shopping, (being careful where we park), and then go antique or collectible hunting.

In the evening we generally take in a movie, preferably the Drive-In Movie Theater, the "SilverMoon" in Lakeland. We sit under the stars in front of our car on lawn chairs and enjoy each other's company, car included. Every other weekend they hold a car show with prizes and trophies. We haven't missed one yet. It's a lot of fun and we're the only Studebaker there, and the people LOVE it.

On Sunday we drive her to church and "God" smiles on us by giving us another trouble free weekend with the car. During the week we sometimes, if its been a warm day, fire "Sabrina" up and drive ten miles for a "Tasti Twister" chocolate dipped ice cream cone. All in all, we drive her between 200-300 miles a week. It's fun for us and I know Sabrina likes it too because I have heard her as we pass cars (yes, it passes cars too) a noise that sounds like WEEEEEEEEEEEEEE!!!!!! Enjoy your Studebaker by driving it often, we sure do. I'm certain in my mind this will never be the "Last Word on Studebaker."

From Keith Phildius

I am sure that by now your mail box has stopped reverberating, and that you have notified the fire department that there is not an emergency, or that there is nothing dangerous ticking at your door.

It is simply a letter from me in response to your "the last word" article concerning

the Studebaker Club and its activities.

Owning a Studebaker, or any other unique objects, is exhibited in many different ways; many of those to the liking of the owner. I understand the position of showing off the vehicle and promoting Studebakers. I also know that time can be limited for such events not withstanding the value to generate that visibility.

From my standpoint, as you know, we have not been real active members. We have, in our own way, promoted the Studebaker and get a great deal of pleasure out of it. I view the activities of *Old Town* and the like as a way of promoting old cars and thereby generating greater awareness of not only the Studebaker but of the broader issue of older cars in general.

I appreciate all that people like you and Marty have done for Studebaker awareness. Don't be discouraged. Keep plugging away and perhaps, like your article in *Greasy Prints*, you will generate more awareness for all of us as you have done for me.



THE HISTORY CORNER

By Jan B. Young

Number 10 Copyright 1998 by Jan B. Young May 1, 1998
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HENRY STUDEBAKER

This is the second in a series of articles about the Studebaker brothers drawn from the files of the South Bend Daily Tribune on the occasion of the death of each of them. Henry Studebaker was the least-known of the five brothers, the eldest, and the second to meet his maker, passing away on March 2, 1895 at the age of 69.

Henry had been born in East Berlin, Pennsylvania on October 5, 1826 and was John Clement and Rebecca Studebaker's sixth child, but only the third child and the first son to survive infancy. When Henry was nine, the family moved to Ashland, Ohio. Money was a problem and Henry was soon bound out to a country blacksmith where he worked at the forge in the summer and attended school in the winter. After some years of this arrangement, he returned home and began to work with his father and younger brothers in their blacksmith shop.

By 1847, at the age of 21, Henry had accumulated enough money to buy a horse. He decided to strike out on his own, so with his last few dollars in his pocket, he headed west, ending up at Goshen, Indiana, a small town about ten miles southeast of Elkhart and thirty five miles from South Bend. Some distant Studebaker relatives had preceded him and their presence in the area may have been a factor. At any rate, he sold

his horse and went looking for work, only to discover that good jobs were hard to find. After several months of discouragement, he ended up walking back to Ashland.

Three years later, while Henry was working at his father's shop in Ashland, brother Clement decided to try his luck. The economy had improved and the area had grown and Clement was more successful, so in 1851, John Clement decided to move the whole family. Henry built two wagons for the trip and the Studebakers became Hoosiers.

Both Henry and brother Clement were married in 1852 and it seems possible that the need to support new wives and impending families drove the brothers to open their own blacksmith shop, known locally as H&C Studebaker, which eventually grew up to become first the Studebaker Brothers Manufacturing Company and later the Studebaker Corporation.

Henry married Susan Studybaker, the daughter of Samuel and Lydia Studybaker, who were cousins to his father. The couple had six children.

By 1858 the business had grown, but was in desperate need of money to finance additional facilities and equipment. Henry sold his share of the blacksmith shop to another brother, John Mohler, and with that money purchased a farm where he spent the rest of his life.

Henry's departure from the blacksmith and wagon business was attributed to health problems in his obituary, but other historians have speculated that disagreements with Clement over sales to the military may have also entered into the decision. The Studebaker brothers had been raised as Dunkards and the teachings of that faith were strongly pacifist. In fact, the conversion of the Studebaker corporation from Dunkardism in the 1850s to a major military supplier in the Civil War is quite likely an interesting story in itself, but not one that belongs here.

As the eldest of the Studebaker brothers, Henry was respected by the family and the community. He remained in the South Bend area and closely followed the growth of his brothers' business, offering advice and council when he could. Occasionally his contacts in the farming community proved useful as well.

Henry and Susan Studebaker had six children, but in June of 1871, Susan passed away. Two years later, in 1873, Henry remarried, this time to Priscilla Krieghbaum. With six children to raise and a farm to run, Henry certainly needed the help. The new couple had four additional children. Relatively little is known about Henry's mature years, but it can be assumed that he ran a successful farm and lived a

quiet life.

Unlike his brothers, Henry remained a Dunkard all his life, but his funeral was held at the First Methodist Episcopal church in South Bend, probably because of the large number of mourners expected. A quartet of Studebaker employees provided music for the service.

Studebaker... Stripped for Action

The March 27, 1935 issue of Automotive Daily News included an 80-page special section congratulating Studebaker on its victorious emergence from receivership. The lead article in this section was written by Chris Sinsabaugh, editor-in-chief of ADN and was titled Studebaker... Stripped for Action. Consisting primarily of an interview with Paul Hoffmann, Studebaker's new President, the article listed the things that Sinsabaugh and Hoffmann saw as Studebaker's advantages in the automotive marketplace of 1935. Summarized, these items were:

- Studebaker's new financing placed the company on a solid financial footing.
- Studebaker's executive ranks were characterized by Sinsabaugh as young, capable, experienced and spirited, in his opinion, one of the most flexible in the business.
- Studebaker's products were good and the public approved of them.
- The workers in Studebaker's plant were dependable, loyal and expert in doing their jobs.
- Studebaker was an engineering leader. Hoffmann, incidentally, cited a list of Studebaker firsts that included freewheeling, automatic ride control, automatic spark control, switch-key starting, all-around safety glass, fuel pumps, one key for all locks and others.
- Studebaker's loyal and capable dealers. The company actually left receivership with more dealers than it had when it entered.

A separate article in the same issue dealt in more detail with the idea of dealer loyalty. According to Hoffmann, "Only one thing could impel a dealer to carry on under such circumstances [as a receivership] - his belief in the confidence of the public in Studebaker's name, plus his belief in the courage and ingenuity of the leaders at South Bend."

The article continues to point out that many individuals in the Studebaker dealer organization had been continuously connected with the company for 40 years or more, starting as boys in the wagon days, growing up with the company, and changing their

merchandising methods to fit changing conditions and new products. Unfortunately, the company did not have records of its dealers from the pre-motor car period, but the company did know that there were 24 dealerships that had been with the company for 25 years or more, 57 with from 20 to 24 years experience, 103 from 15 to 19 years, 234 from 10 to 14 years, and 229 from five to nine years.

Several examples were cited. Elmer Wilson, for instance, had held the Studebaker franchise for 25 years, doing business as Rochester Motors. Moschart & Keller had been in for 26 years in Houston, Texas. The DeBrown brothers of Lincoln and Omaha, Nebraska had been on the list for 23 years and were known for bringing in train loads of buyers for mass owner driveaways. In smaller towns, the article cited the Hogan brothers of Marengo, Iowa (23 years) and Conlon and Leary of Mount Morris, New York (24 years). One dealer that did start back in the wagon days was Henry Levy, Studebaker's distributor in the Chicago area. F. L. Mills, of Bridgeport, Connecticut and Dick Thom of Oshkosh, Wisconsin had both been selling Studebakers for 27 years. And there were more.

We know now that Studebaker's potential in 1935 was great, but not great enough. The writers in Automotive Daily News could not have possibly foreseen the economic, military and political future, all of which shaped the Studebaker Corporation and to some extent prevented it from making the fullest possible use of the new start it received in 1935. But we can still enjoy reading about the optimism of those halcyon days and can dream about the alternative futures that might have been.

SEARCH LIGHTS WANT ADS



CARS TRUCKS

NOTICE

Ads for Studebakers or related items are free. They will run at least 2 times, must include the city. All ads must be submitted in writing.

CARS FOR SALE

1947 CHAMPION 4 DR 6 Cyl W/OD, radio, and heater. Has new seat cover & door panels, needs new headliner & floor mats. Has all new brakes, needs hill holder, has a new "el Cheapo" paint job (bad). Runs great \$2,500. Larry Good, 9401 Bay Pines Blvd, St. Petersburg FL 33708, days, 813-392-2198, nights 813-596-5550.

1949 2R10-22 1/4 ton pickup, 8' bed, good tires, little rust, runs and drives well, 58,000 miles \$2995 OBO. Eleanor M. Suba, 835 N. Wild Olive, Daytona Beach FL 32114, 904-238-6065.

1950 4 Door CHAMPION, stored 8 years, runs good, body & trim good, interior needs (to be) replaced, old project, wife wants garage, "fix it or sell it", sell for \$2600. Ted Celentino, 904-322-1973 (city not listed). Personal note from marty: "sounded real motivated on the phone."

1955 SPEEDSTER, runs, condition 4/5, auto, power steering, power brakes, restoration begun, car in primer, has original leather interior and wire wheel covers, interior restoration not yet started, lost storage, asking \$3500. Jim Morgan, 205 Carrigan Blvd, Merritt Island FL 32952, 407-453-0986.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, FL 32703, 407-889-9252.

1963 AVANTI \$3500, (no info available), Armon Hiltz, 813-447-3375 (Clearwater).

1963 AVANTI R1, #3 condition, automatic, white exterior & interior, new tires, needs cosmetics, asking \$12,000 or best offer. Contact: Bob Fairchild, 214 Dunham Drive, Battle Creek MI, tel. 616-964-1550.

PARTS/ACCESSORIES FOR SALE

2 Std. trannys, 1 flathead 6 cyl engine. Rebuilt but not run. Make offer. Call: 352-429-9787. *The Martin Ranch.*

Sale, trade?: '58 Golden Hawk body. FL title avail. Almost all there. Some heavy surface rust at fins, rust through behind doors, floors great, torque boxes solid. Come look and make an offer. Also, several engines and trans. Odds and ends from '59 Silver Hawk. Call Marty Burns 407-422-6706 from 10-9

FREE TO GOOD HOME - L rear fiberglass fender, never used, about 16 years old, C-K H.T. or coupe. Marty Burns 407-422-6706 (Orlando)

STUDEBAKER PARTS & SERVICE, Robert & Dolores Oakes, 203 Palm St, Fruitland Park FL 34731, 352-365-0743 (Oct 1 to May 1) or 1152 Ct. Rt. 38, Norfolk NY 13667, 315-384-3926 (May 1 to Oct 1).

STEPHEN ALLEN'S AUTO has new & used Studebaker & Packard parts. N.O.S. parts, mechanical, electrical & trim. VISA, MC, DISC accepted. 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369. For orders only 800-532-1236.

352" Packard (1956 Golden Hawk) V-8 engine, complete and nice minus carburetor, T-85 transmission with floor shift, 1956 Golden Hawk dashboard. 1960 Hawk interior and rear end. Stephen Cade, 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369

1951 STUDEBAKER 2R5 PICKUP TRUCK USED PARTS FOR SALE all parts used but in good condition. Transmission \$50, 6 cyl motor (not running) block heads rods pistons crank oil pan \$75, front axle complete with hubs \$50, 1 carburetor \$20, 1 generator \$15, 4 original wheels \$40, 1 starter \$15, front springs \$20, complete instrument panel \$25, all the above at one time purchase \$200. Charlie Downing, 2253 Oxbow Rd, Jacksonville FL 32210, phone 904-781-4138.

1963-1964 GT HAWK parts, glass, stainless, many other items, magic elixir \$1.00 a bottle (add to oil, gas, trans, *nostalgia item*). Jerry Ray, 1012 Cama Ct, Winter Springs, FL 32708, 407-699-5364 (5:00 pm to 8:30 pm ONLY).

FILE CABINET with 1950s and 1960s Studebaker dealer papers, tech flyers, old titles, etc. Will separate or sell all. Call for info. Bill Barry, 352-787-0769 (city unknown).

PARTS FOR SALE, 2 NOS steering wheel for 1956 President \$410.00 and \$325.00, fan blade \$5.00, overdrive cable \$3.00, 15" wheel rim \$2.00 (believe from a 1964 Commander), small hubcaps \$1.00 each, V-8 fuel pump (AC-4227) used \$5.00, door bracket (left bottom rear, 1964 Cruiser) \$3.00, windshield washer bag bracket \$2.00, magic elixir \$1.00 a bottle (add to oil, gas, trans, *nostalgia item*), Frank Ambrogio, 31700 Wekiva River Road, Sorrento FL 32776.

FERN PARK AUTO PARTS, 1420 E. Hwy 436 (2 blocks W. of 17/92), foreign & domestic, machine shop service, hard to find parts our specialty (no body parts). 407-339-3509.

VEHICLES/PARTS WANTED

1972-1980 TURNING WHEELS, Paul White, 313-426-5223.

SERVICES OFFERED

AUTO MECHANICAL REPAIR SERVICE. Studebakers are my specialty. If I can be of help, call Marty Burns, 407-422-6706.

BUFFY'S STAINLESS STEEL RESTORATION, buffing, dent removal, scrapes. Warren Light - owner, 2900 Cave Cay Drive 3C, Clearwater, FL 33760, 800-479-4487

HEAD LIGHTS

CALENDAR OF EVENTS



Regularly Scheduled Chapter Events

ORLANDO AREA CHAPTER (OAC) MEMBERSHIP MEETINGS are held at 7:00 pm on the 2nd Saturday of each month from Sept-May at *Sanford Motor Co.* 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd.

OAC MONTHLY BREAKFASTS are held at 8:00 am on the last Sunday of each month at: *Quincy's Family Steak House*, US Hwy 441 (Orange Blossom Trail), one block north of Lee Road/John Young Parkway (423). **BYOB (Bring Your Old Baker)**.

JULY

26 OAC MONTHLY BREAKFAST AT 8:00 am.

AUGUST

30 OAC MONTHLY BREAKFAST AT 8:00 am.

SEPTEMBER

12 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

19 RESTORATIONS '98 sponsored by *Florida Region AACA*, site to be determined. Info: Steve or Vonell Cooley (phone?).

27 OAC MONTHLY BREAKFAST AT 8:00 am.

OCTOBER

03 **2ND ANNUAL DOWNTOWN ANTIQUE & CLASSIC CAR SHOW**, Mount Dora, rain date - Oct 10, pre-registration \$10 (till 9/28/98), day of show \$15, This is an OAC participation event so bring out the Studebakers and pre 1976 Avantis. Info: 352-383-8606, 352-669-6793, 352-742-1229, 352-383-2165.

10 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.

23-24 21st ANNUAL FLORIDA STATE MEET at the *Best Western* in Vero Beach, Rt 60. Info: 407-724-6015.

25 OAC BREAKFAST at 8:00am

NOVEMBER

07 OAC ANNUAL PICNIC at Kelly Park off Lake Sylvan Road in Sanford at 1:00 pm. Bring your own meat to grill. The Chapter will supply drinks and condiments. There is a \$3.00 admission to the park and no liquor is permitted. **RSVP** to Marion White 352-383-7279 or Marty Burns 407-422-6706.

14 OAC MEETING at 7:00pm (this meeting may be canceled due to the picnic).

13-15 HEAVEN HILL FARM automotive - car

corral - antiques and collectibles swap meet in Gilchrist County. 904-935-0348.

29 OAC BREAKFAST at 8:00am

DECEMBER 1998

06 OAC ANNUAL CHRISTMAS DINNER at *Marina on the Lake Motel and Restaurant* in downtown Sanford on Lake Monroe. We will meet at 1:00 pm at Seminole and Palmetto just East of Hwy 17-92. **RSVP** to Marion White 352-383-7279 or Marty Burns 407-422-6706.

12 OAC MEETING at 7:00pm (this meeting may be canceled due to the Christmas dinner)

27 OAC BREAKFAST at 8:00am

THINGS TO REMEMBER



Anyone wishing to renew early can do so by sending a check to the Membership Director. Dues are still only \$10.00 per year. Checks should be made payable to *Orlando Area Chapter - SDC*.

If you would like to be our chapter's COVA point of contact, contact Dean immediately.

Plan to attend the un-show of Orphan cars in Plant City on September 19th.

Register for the Mount Dora show on October 3rd. This show is a chapter designated event and we hope to have a good turnout. This should get you ready for the State Meet.

Be sure to check out all the goodies Marty has gotten recently. Perhaps he has the item you need.

Keep in mind that our annual picnic and our annual christmas dinner will be coming up in November and December respectively. See the details in the calendar section.

THE LAST WORD

By Frank Ambrogio

This column is where I get the chance to express my views.

At the May membership meeting, I presented material from the *Specialty Equipment Market Association*. *SEMA* has established the *Sema Action Network (SAN)* of representatives who receive information on laws and regulations which affect the aftermarket parts industry and the old car hobby.

• I suggested that perhaps one or more of those present might like to join the network to receive this information. "Isn't Marty (Burns) our representative?" came the reply from more than one member. I have to admit I was quite *impressed*. Most of our members

don't know who our chapter Vice President is, yet several knew that Marty was one of the *SEMA Action Network* members.

• Well, I am also a member of the *SAV*. The point is, I don't think *SEMA* has put a limit on the number of members and they are providing this service at no charge. It takes less time to join than it takes to think of an excuse.

After some discussion, it was clear that no one was interested. Finally, President Dean Gessner, took the forms and said he would take them to a meeting of another club he belongs to.

SEMA currently has 416 state contacts. That amounts to an average of 8.32 contacts per state. Even following everyone's philosophy of one contact per car club, I'd say we are just a tad deficient. There must be over 200 car clubs in Florida alone. That leaves a sizeable number without representation.

I then mentioned that Reed Webb had not renewed his membership in our chapter. Reed was our point of contact for the *Coalition of Vehicle Associations*. *COVA* is another watchdog group which is trying to help protect our hobby. Lack of funds, due mainly to lack of interest on the part of the hobbyist, has kept this organization from becoming a major player.

I stated that we needed someone to replace Reed Webb as our point of contact. No one volunteered. Instead, the group wanted to wait (for the renewal form, I guess). Since everyone seemed eager to table this item, I decided not to bring up the possibility that Reed might not forward the renewal to us. As it turned out, one month later, Reed sent the *COVA* renewal to me.

• Reed had hand written the following on the envelope. "6/3/98 Frank - I guess you might want to change the contact person on this." Notice the words, "Frank" and "you". How did this become my project? Why do you suppose Reed sent the renewal notice to me, the Editor, instead of Dean, our President?

• The result is that something that could have been taken care of at our meeting, as usual, ended up in my lap. We won't have a meeting until September, so I'll comply with the membership's wishes and do nothing till then. I hope one of you, besides Marty or Dean, will become our new point of contact.

Citizens Against Repressive Zoning (CARZ) is another group which is trying to help us. Its main concern is zoning and how it takes away our rights. Are you a member? I am.

The prevailing notion, not just in our chapter but, throughout the hobby is that someone else will take care of us. Do you know who Stella Pyrtek-Blond, John Warden, and Jack Down are. They are a few of the

people who are trying to make our voice heard. If you haven't heard their voice, how effective do you suppose they have been?

This apathy permeates the old car hobby. Far too many people are more concerned with finding that elusive tail light lens, than are concerned with finding a way to help. Little by little, segments of our hobby are being abducted by new restrictions. Each hijacking takes away a portion of our Constitutional Rights, specifically those guaranteed by the Forth, Fifth, and the Fourteenth amendments.

Donna Brush explains those amendments in a letter which appeared in Volume 2, Issue 4 of the *CARZ Newsletter*. "The Fourth Amendment guarantees protection against unreasonable searches and seizures. The Fifth and Fourteenth protect private property rights. These are constitutional privileges that zoning destroys."

For about a year, I have listed those organizations which are *Fighting the Fight*. Do you skip over the list and go on to the want ads? If so, you could consider yourself typical. Unfortunately, this is the reaction the other side is counting on.

If you'd like to join an organization, but don't know which one to join, follow Jack Down's advice. The *CARZ* President suggests joining all, or several, of them. Most cost around \$10.00. After a year, you can then determine which one(s) follow your ideology most closely.

It was obvious, at the meeting, that no one wanted to discuss these matters. When I quit, there seemed to be a collective sigh of relief. Instead, of feeling like I had brought something useful to the meeting, I felt that everyone was annoyed with me.

Meanwhile the other side keeps on working. *FLORIDA H.B. 1377* would establish a biennial I/M program for all motor vehicles subject to inspection beginning April 1, 1999. I/M means Inspection/Maintenance. I/M also means trouble and this is just the beginning.

• Maybe you believe I am being a little too negative, so let's look on the bright side. For many of us, time may be our best ally. Possibly by the time the hobby is completely ravaged, we will all be too old to be a part of it anyway. Feel better now? So much for the power of positive thinking.

As of now, the only voices being heard are those of big business, special interest groups, and shallow politicians. There is an occasional murmur from the old car hobby. It is obvious, to me, who won't be getting in **The Last Word**.

NOTE: Opinions PRO and CON are always welcome.

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).

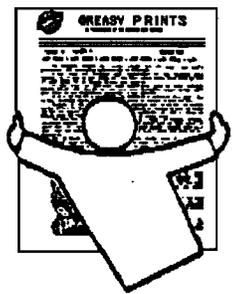
Greasy Prints is the official bi-monthly publication of the Orlando Area Chapter - Studebaker Drivers Club. All comments and opinions are those of the author and do not necessarily reflect the policy of the Chapter.

ORLANDO AREA CHAPTER
FRANK AMBROGIO - EDITOR
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233

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GREASY PRINTS



A BI-MONTHLY PUBLICATION OF THE ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB

ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

PRESIDENT - DEAN GESSNER
VICE PRESIDENT - JIM MORGAN
ACTIVITIES DIRECTOR - MARTY BURNS
TREASURER - BILL COFFIELD
SECRETARY - PAUL WHITE
MEMBERSHIP DIRECTOR/EDITOR - FRANK AMBROGIO

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615 Hermits Trail, Altamonte Springs 32701
32404 Okaloosa Trail, Sorrento 32776
31700 Wekiva River Road, Sorrento 32776

VOLUME 15

NUMBER 6

1996, 1997 OLD CARS GOLDEN QUILL AWARD WINNER

SEPTEMBER-OCTOBER 1998

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

21ST ANNUAL FLORIDA STATE MEET

The Treasure Coast Chapter will host the meet Oct 23-24 at the Best Western in Vero Beach, Rt 60, \$41 per night. Info: Rogers 407-724-6015, or Jim 561-465-2384. Help is needed to park cars on Saturday. I do not have any more information. If anything arrives before I put this in the mail, I'll attach it to the newsletter.

MEMBERSHIP REPORT

By Frank Ambrogio

Renewals are due on October 1st. Dues are still \$10.00 per year and you can renew for more than one year. I will accept your check without the renewal form. Send it, to me, payable to Orlando Area Chapter - SDC.



Marvin and Cindy Evans took advantage of the, no form and multiple year renewal, offer and renewed through 2004. Dr. Robert and Mary Cade are set through 2003 and Don Dodgen has paid through 2002. I guess they all wanted to test our "sophisticated" computer program for its ability to handle the year 2000 problem. Several other members renewed for more than one year. Barry Brinson renewed for 3 years and sent the following note:

Enclosed is my check for OAC membership renewal. I hope to be able to attend Oct 3rd Mount Dora show, maybe with a couple of Studes from this (Thonotosassa) area.

I also attended the Orphan Show at Buddy Freddy's Restaurant in Plant City last year. It was a good little show, several Studes in attendance. The show is located just blocks off I-4, easy to get to but was very hot.

I also received the following letter from

Richard Johnston of Fern Park Auto Parts. In the letter, Richard refers to paragraphs 2-4 of the last issue of Greasy Prints. I know by now, that issue has been discarded after serving its assigned purpose to house train your dog.

Therefore, here is a brief description of the three paragraphs. (2) shortage of funds in the treasury, (3) memberships can be renewed for several years, and (4) no membership renewal form required.

Richard's letter follows:

Dear Frank;

We have just received the July-August issue of Greasy Prints. There were two significant facts we gleaned from this current issue.

- 1. You have been most gracious in supplying us with copies of your fine publication.*
- 2. You either have too much time on your hands or are seriously overworked.*

Both of these facts (problems?) may be alleviated to some degree by the enclosed check for 2 years membership. At the very least it may help eliminate paragraphs #2, 3, and 4 of the current issue.

Further evaluation of the above fact #2 required a great deal of thought. After much debate we came up with the most obvious course of action. Either we volunteered to write articles or we offered one of our restoration projects to help keep you busy.

Unfortunately neither idea will fly. Having been in the military I remembered that one never, ever volunteers for anything. Also the only restoration projects we have available are not studebaker.

Frank, my only qualification for membership is the former ownership of a 1948 Champion. It should be noted that I relinquished title to this car affectionately known as "the bomb" over 35 years ago.

Should your membership committee find it in their hearts to accept our check and accept us as a member, we would appreciate it. You can count on us to do our best as members - verbally of course.

Best Regards - Richard

I've dealt with Richard for about 10 years now and, as our editor, I've sent him some courtesy copies of Greasy Prints.

As I've stated many times, to be a member of the Orlando Area Chapter, you must also be a member of the Studebaker Drivers Club. Consequently, it would be a violation of our by-laws to accept Richard as a member.

When I called Richard to inform him of this requirement, he immediately offered to join SDC. So, a simple courtesy newsletter copy has led to a new OAC and SDC member.

Should your Studebaker, or your "normal" car need repair parts, I hope you will give Richard, Paul Leclerc, or Sandy Knapp at Fern Park Auto Parts a chance to help. See their (non paid) ad in the Search Lights section. It's always nice to deal with a club member.

<insert "regular programming" here>

FROM THE EDITOR

There is more to the job than meets the eye

There must be something in the air that is causing everyone to express their ire. I thought about renaming this issue *Grumpy Prints* as a couple members decided to vent their spleens in print. Although we editors are always told not to print negative items, I have a hard time leaving something out when someone went to the effort to write it. I feel I should print it even if I don't agree with it. Remember, these are the opinions of the author and not necessarily those of the chapter. I've saved them for last, so if you can't wait, you'll find them at the end of this issue.

Congratulations to the editors of the *South Georgia Chapter's Smoke Signal* newsletter. Our friends, Wayne & Ann Lee, took the job four years ago and this year, were awarded a first place in the senior division of the bi-monthly newsletter competition. Good work guys, you deserve it.

Each year, at the SDC International Meet, there are many scheduled meetings. One is the editor's meeting. I last attended the editor's meeting at the 1990 Worcester MA meet. I had gone to the meeting every year beginning in 1984 and *Frank(ly) Speaking*,

they were all pretty much the same.

This year in Austin, I decided to attend. If nothing else, I thought it would be nice to see some old editor friends and listen the usual complaints about lack of input from the members. This meeting was quite interesting, if not intimidating.

First, Larry Swanson cautioned us to be careful. Some items we print could leave the editor, the chapter, and the SDC itself, liable.

Leigh Morris, editor of the *Wisconsin Region - SDC Studebaker Spokesman* newsletter spoke about copyright laws. It seems that unless we get permission from the author or owner, we editors cannot print anything. That means no cartoons, no photos, no sayings, no stories from the newspaper, no logos (happy faces), and no items downloaded from the internet. Translation: more input is needed from Marty!

You won't see any changes in *Grumpy Prints*. I can't reproduce photos effectively so I don't use them. I don't understand most cartoons so I normally scrap those. Till my time as editor expires, I'll just stick with what I've always done. I guess 2 *Old Cars Weekly*, *Golden Quill* awards means I must be doing something right.

<insert "smile" here>

NEW BREAKFAST LOCATION

OAC Board decides to change breakfast site

Eight OAC members, including five officers, met at the *Golden Corral* restaurant for a special breakfast on July 19. Afterwards, all those present decided to change our breakfast location.

Beginning on September 27, we will meet for breakfast at 8:00 am at the *Golden Corral* on Hwy 434, two blocks South of Hwy 436. The *Golden Corral* is the fifth location for our breakfast meetings, and only the second time we initiated the change. On three other occasions, the restaurant closed, forcing us to find a new site.

We hope you will join us and as always, *BYOB (Bring your old Baker!)*

<insert "place napkin on lap" here>

Greasy Prints is the official publication of the *Orlando Area Chapter* and is distributed free to members. The information contained in this newsletter is true and complete to our best knowledge. All recommendations on parts and service procedures are made without any warranties on the part of the author, the *Orlando Area Chapter* or the *Studebaker Drivers Club*. Because the quality of parts, materials, and methods are beyond our control, the Chapter, *SDC Inc.*, and the author disclaim all liability incurred in connection with the use of this information. Any opinions expressed are those of the writer and not necessarily those of the *OAC*, *SDC Inc.*, or their respective, officers or board of directors.

OVERWORKED, TIRED, AND GETTING OUT

Time for a change is long overdue

By Frank Ambrogio

Since 1984, I have either contributed to, assisted with, or edited the newsletter. Since 1985 I have performed the duties of membership director. Since 1992 I have also served as Florida's regional manager. I'm sure you will agree, I have simply been too selfish. With 117 people in our chapter, it isn't fair for me to hog all the duties.

Recent events have prompted me to decide to step down as editor effective after the March-April 1999 issue. Our by-laws call for elections in April, so that will be the appropriate time for the change. If anyone would like to assume the duties before then, you have my blessing. Simply let Dean know your intentions.

I will also be terminating my term as regional manager when the next elections are held. There are over 300 Florida members listed in the national SDC roster. That translates to over 500 people. It would seem that a new regional manager could be found among this group.

Some members have said that if I resign the editor's job, our club would fall apart. That is an unfair burden to dump on me. If the club folds, it will be because not one of you cared enough to help keep it going.

The time has come to turn the page. It is up to you to make sure that it isn't a blank page.

<insert "sigh of relief" here>

PEN LIGHTS

(STORIES FROM AROUND THE HOBBY)

OUR IOLA TRIP

By Paul White

On July 7 Marion & I left the Northern Whitehouse on our annual big vacation. We elected Wisconsin over Texas for several reasons most of which are irrelevant to GP readers. After travelling to the west coast of Michigan we loaded our car on the Lake Michigan ferry at Ludington, Mi for the 4 hour trip to Manitowac, Wi. We were not the largest or the heaviest unit aboard. The winner of that award was a 120 ft. long tractor trailer unit hauling an 80,000 lb plastic mold machine valued at a cool one million from York, Pa. to St. Paul, MN. The cool state of Indiana would not issue the highway permit required to cross their hallowed ground. The driver had to back the tractor and 3 trailers on to the ferry. Needless to say it was interesting to watch. There were also 150 cars, trucks and SUV's

plus a swarm of motorcycles and hundreds of passengers.

Upon disembarking in WI we only had a two hour drive to Iola. However, being slightly beyond middle age (boomers?) and somewhat goofy we took a two day break 1/2 way to Iola and visited some good friends. We surely are blessed with friends of all shapes, sizes, ages, and financial categories. After the two day break I was ready for Iola (one must get "ready" for a 4,000 space swap meet and a 1000 car corral) and hit one of the many entrance gates at 9 a.m. sharp. Even the \$5 admission fee w/free parking and tram ride didn't dent my frugality. 7 1/2 hours later and \$25 richer I had overdosed as far as I dared. I just wasn't about to turn in the \$25 to Lost & Found that I tripped over in the flea mkt. The other 7 1/2 hours worth was to be the next day. Wisely that never happened, and my car inventory did not increase.

Even though WI is not what you would call Stude country there were many nice Studes there. Probably the most unusual was a 1950 pickup, 100% stock, 100% factory original including tires and sporting 6600 miles on the speedo. The 48 year old paint was beautiful. The truck must have been kept in the living room. I saw it being off loaded and watched the would-like-to be's crawling around and under it. At that point I said, "Paul, you should own this one". Not being an impulse buyer anymore I surfed the car corral for 1/2 hour while I tried to decide what my price limit should be. Oh well, I was only \$10,800 short of the asking price. I sure wished that Jerry Ray was there because I know he would have paid the \$18,000 asking price. Note: it was not sold when I left Iola.

When you have 1000 cars for sale to look at in one place you know that you are someplace special. That is Iola. I hope you can make it there someday, including me. What a great place for a honeymoon or 50th anniversary!

<insert "editor's thanks" here>

LOU'S VIEWS

By Lou Scheffler

Most of you know me by my white 1962 GT Hawk. The Hawk and I have attended the Turkey Rod Run the past two years; I've attended previous years but that was before I had the Hawk. Last year at the show I purchased my 1982 Avanti II while roaming through the car corral. This year I think I'll avoid the car corral. This year because of the tremendous attendance last year they are limiting the number of cars to 5000, by pre-registration only. I registered last month and my registration number is 616. It would be nice to see a good turnout of Studebakers; if you have ten or more cars attending from a club you are assigned a

designated area for your club for an additional \$2.00 per car, although I know that's not going to happen. We had a nice turnout at the Spring Spectacular show (took the Avanti to that one). It would be nice to have even a small group to represent us at this show. Even if we don't have a spot we could meet and drive in together because once you get separated it's almost impossible to park together because of the size of the show. The pre-registration fee is \$25.00 which includes admission for all four days (it starts Thanksgiving Day) and up to four people per car. Spectator only admission is \$10.00 for one day. I don't plan on being there all four days, but I will be there two days - Saturday for sure. My Hawk always gets a lot of attention even with all the wild street rods and customs. For registration info you can contact Rick Finzer of Daytona Street Rods (904)767-9070. If anyone is interested in meeting to caravan to the show, give me a call at 407-695-1584.

I would also like to comment on Frank's "Last Word" comments in the May-June issue. I, too, love to take my cars to local shows and cruises. In fact we attend some of these together (not as many since they moved to the country). I love the attention my cars get and talking with other car enthusiasts. I drive them as much as I can and always get a "thumbs up" from other drivers (at least I think it's their thumb). I switch off between the two cars. I don't use my cars as daily drivers but as soon as I have a few things done to the Avanti (like the A/C), I'll be using it a lot more - after all, that's why I bought it. My cars are not show cars but I enjoy them and enjoy showing them especially in a group with other Studebaker members and their cars.

<insert "call me" here>

ACTIVITIES DIRECTOR'S REPORT

By Marty Burns

(Maybe we should call it the A.D.'s Ramble?)



So! How's the last couple o' months been treatin' ya'? The "things-To-Do list is upcoming. I have a mess of things going and, since I know there are OTHER people wanting room to print their contributions, I'll only hit the "important" stuff. The guy I was assisting in Kissimmee has finally thrown in the towel. Closed the shop. I did get to finish one of the two projects I was working on. I almost finished the other. I spent an awful lot of time on the unfinished one, just UN-doing some really partially buttocked glass work, before I could START the finish work and get the car ready for paint. I do not profess to be a body man. Not my forte'. But, even I could spot major screw-ups before I started. I may still be called upon to help finish the project at its present site. It is a real shame when a

project goes that badly awry. Discouraging, but, ONWARD!

I recently got the chance to play, "Mr. Rescue Guy" again. I recently put an engine in a '52 Champion for an SDC member in Kissimmee (too busy to join the OAC). I've gently arm twisted for the last three years. This turned out to be another "easy" project gone awry. This is an engine I looked at quite some time ago and gave an estimate of 2-3 weeks of "at-my-leisure" time and "parts availability" codicil. Said owner cogitated and decided "that's too long to wait." and took the job elsewhere. I did make a point of suggesting he make sure the person was familiar with Studebaker's Peccadillos. I wasn't insulted. We all have our own priorities. Fast-forward 4 to 5 months. I'm in Kissimmee finishing the body work on a '71 V.W. bus (don't ask!) and what do I spy? Self-same '52 across the way. Hood open, engine gone. I inquire of the owner, "what's up?" The engine is out for the THIRD time. Nationally recognized chain's machine shop rebuilt it (about 3 weeks wait). It wouldn't run on all six, spit out the exhaust and carb, knocked, very low oil pressure. So, out it came. Back to the shop. When it was re-installed (another 3 weeks) it ran WORSE! Knocked worse! Absolutely NO oil pressure! Yup! Back out it came. Went to a builder of racing engines this time. It was being disassembled as we spoke. I offered to ride over there and watch the disassembly with the owner to confirm what might be the problem(s). The man taking it apart freely commented that he'd never had a flat-head Studebaker apart. We produced a shop manual. The guy carefully put things on the bench in disassembly order. I spotted a MAJOR "NO-NO" right away. The connecting rods had not been put in alternating order. I pointed this out, using the manual for reference. Also, the crank was wasted. Further watching-over-the-shoulder revealed a big chunk missing out of the distributor drive gear. When it was found, it had a gob of "J-B Weld" on it. Someone had broken it and tried to "J-B" it together (can you say, "YO-YO"? I knew you could!). It was posed as possible that a chunk of "J-B" (fine product when used CORRECTLY and APPROPRIATELY.) got into the works and screwed things up. We found that the oil pump had over TWICE the acceptable clearance at the thrust plate. Also not good for oil pressure. I told the person assigned to un-screw the screw-ups that I would be available for tech questions. Two more weeks (and, one may assume, more dollars) passed before the engine was delivered. By then, I was deep in another project. So, THREE more passed before I could get to it. I did the final assembly to install it. It runs so nice now, you can hardly tell it's running. Just the "tickety-tickety-tickety" of the valves gives it away. If you can't hear a Studey's valves, you've got 'em TOO TIGHT!. I have only the slightest criticism. The assembler didn't prime the oil pump with petroleum

jelly or even heavy oil. I had to do it through the oil gauge fitting with a tiny makeshift funnel, turning the engine backwards to get oil above the gears. Took two 15-30 second starts and re-primed to get oil pressure. On the third start the oil pressure jumped to 55 lbs instantly. Of course, I could have avoided the hassle by checking for prime first instead of assuming they would have done the assembly the way I would have.

For any of you who care; Jean-Luc is still running fine. Had a minor generator problem that was a pain to sort out this week. But, "we're feeling MUCH better now." Studley is awaiting the solution to a starter problem. I have 2 six volt starters and had BOTH rebuilt by the shop I regularly use (20+ years). Neither will start the car. Both just barely turn. The armatures lock on the fields. 3 times I have returned one of them to my usually efficient rebuilder. ALL 3 times, I've suggested, "cut 2-3 thousandths off the armature." I got "OH, we can fix it without resorting to THAT!" They have the starter back for the 4th TIME! I told them, "it will NOT go back into the car until you do it MY way!" I have installed a good 259 engine in the car and STILL can't use it! And to top off the whole shebang, I now have an electrical problem. As I have made well known, I am completely flummoxed by repairing wiring. I can start from scratch and WIRE a car but trouble-shooting an electrical gremlin drives me NUTS! I have set the problem aside for now. When I get frustrated, I can be, shall we say, a little impatient. Any wiring geniuses out there care to offer some assistance I'm into barter heavily.

So! That's how I spent summer vacation, Teach!

I must mention, Joe Raimondi has fulfilled a teenage dream and purchased a '40 Mercury Coupe. Now he has his really NICE '53 Champion for sale. His ad is further on. I also want to mention my recent foray into RADIO. I have done a radio spot mentioning my cars in a promo for "Uncle Russie's Doo-Wop Shop" on WLBE 790 AM (1-4) Sundays. He'll probably play it several more times. Take a listen. I think it's kinda cute, but then, I'm kinda strange (was that a shameless plug?) Russ always mentions the SDC when I call to request something.

I hope this column wasn't too full of personal information. If it was, WELL, TOUGH!! It's MY COLUMN! So, THERE! (Childish enough for you?). And, HERE IT IS! The promised list of Things-To-Do:

A new Cruise-In starts out Sept. 5 at the "Steak and Shake", Sanford Mall, 5-9 P.M. (Every 1st Saturday, they hope). *Editor's Note: Finally a cruise near civilization that I can attend.*

SEPTEMBER

5 & 6 - Wakula Springs State Park - 15th Ann. Labor Day Rod Run - Pre \$15/ DOS \$20 Call: Cathy Morgan, 850-875-1984. Maggie Winkler, 850-893-4554

12 N. Miami - 1998 Charity Car and Bike Show - \$15 Reg. (If 4 or more members, Pre-Reg. \$10) - Benefit P.A.L. - N. Miami K of C. 305-893-3030

19 Plant City - LOVE THOSE ORPHANS - FREE - @ Buddy Freddy's Restaurant. - Just come and sign in. Larry Romig, 727-347-4479, EMAIL - hudsonfan@juno.com

OCTOBER

3 Mount Dora - 2nd Ann. Downtown Antique & Classic Car Show - Pre-Reg. (Until 9-28) \$10/DOS \$15 - Check to: Antiques Anonymous, P.O. Box 874, Eustis FL 32727-0874. Info: Fred Auriemma, 352-383-8606. Al Soper, 352-669-6793

10 Valdosta, GA - Fall Classic '98 Car and Truck Show - Pre \$15/ DOS \$20 - Call: Omer 912-244-7222 Days or Denny 912-253-0465 Evening.

✓ Another item to note. An executive decision was made to change the monthly breakfast place to the *Golden Corral* on Hwy 434, 1/4 mile South of Hwy 436. The first breakfast will be September 27th.

<insert "pass the napkins" here>

TROUBLE LIGHTS TECH TIPS



If you have a tech tip which you feel will be of interest to our members, please send it to the Editor.

STUDEBAKER PAINT IN SPRAY CANS

Alex Carrion of NAPA Orlando Motor Parts East has paint chip sets back into the 1950s at least and possibly earlier. He also has the formulas for most of them. He can mix your paint and put it in a spray can, usually, for less than \$10.00 a can.

Some of the tints for the various formulas are obsolete, so he may have to substitute something current for the original. That doesn't always work. I had a quart of one of the colors for my car (Doeskin), but it came out several shades lighter. You might have better luck, especially if your car is a more normal color. If you want to give it a try, he is located about 3/4 mile West of Highway 436 at 5013 East Colonial Drive, Orlando FL 32803, phone 407-898-7484 or send a Fax to him at 407-898-7585.

<insert "clean nozzle when done" here>

SEARCH LIGHTS

WANT ADS



CARS TRUCKS

NOTICE

Ads for Studebakers or related items are free. They will run at least 2 times, must include the city. All ads must be submitted in writing.

CARS FOR SALE

1947 CHAMPION 4 DR 6 Cyl W/OD, radio, and heater. Has new seat cover & door panels, needs new headliner & floor mats. Has all new brakes, needs hill holder, has a new "el Cheapo" paint job (bad). Runs great \$2,500. Larry Good, 9401 Bay Pines Blvd, St. Petersburg FL 33708, days, 813-392-2198, nights 813-596-5550.

1949 2R10-22 1/4 ton pickup, 8' bed, good tires, little rust, runs and drives well, 58,000 miles \$2995 OBO. Eleanor M. Suba, 835 N. Wild Olive, Daytona Beach FL 32114, 904-238-6065.

1950 4 Door CHAMPION, stored 8 years, runs good, body & trim good, interior needs (to be) replaced, old project, wife wants garage, "fix it or sell it", sell for \$2600. Ted Celentino, 904-322-1973 (city not listed). Personal note from Marty: "sounded real motivated on the phone."

1950 Champion 4dr, needs paint and other work. (Project) Offers. George Brown: 407-658-8647 (city not listed).

1953 Champion Regal Hard top, 6 Cyl, Auto, Body-off Resto. Runs as good as it looks! Asking \$7,200 Call Joe/Debi @ 407-873-1787 (Page), Intercession City.

1955 SPEEDSTER, runs, condition 4/5, auto, power steering, power brakes, restoration begun, car in primer, has original leather interior and wire wheel covers, interior restoration not yet started, lost storage, asking \$3500. Jim Morgan, 205 Carrigan Blvd, Merritt Island FL 32952, 407-453-0986.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, FL 32703, 407-889-9252.

1962 GT Hawk, extensive information and photos available by request, two tone blue exterior, rebuilt engine, transmission, new tires, suspension, and most mechanicals, AT, AC, asking \$11,500 or best reasonable offer. Contact Larry Bryanton, P.O. Box 52268, Jacksonville FL 32201, Tel. 904-488-1900.

1964 Studebaker Avanti, 98% original, newly painted, rebuilt engine, 4-spd, PB, PS, PW, solid frame and hog troughs, Silver Gray

with black interior, wire wheels, dual master cylinder. Documentation of repairs included, car is driven daily. The only reason why I am parting with car is that I am moving to snow and salt country. Asking price \$10,500. Call 813-671-3724 and leave name and number. I will call you back, George Morrill (Riverview).

PARTS/ACCESSORIES FOR SALE

2 Std. trannys, 1 flathead 6 cyl engine. Rebuilt but not run. Make offer. Call: 352-429-9787. *The Martin Ranch.*

Sale, trade?: '58 Golden Hawk body. FL title avail. Almost all there. Some heavy surface rust at fins, rust through behind doors, floors great, torque boxes solid. Come look and make an offer. Also, several engines and trans. Odds and ends from '59 Silver Hawk. Call Marty Burns 407-422-6706 from 10-9

FREE TO GOOD HOME - L rear fiberglass fender, never used, about 16 years old, C-K. Marty Burns 407-422-6706 (Orlando)

STUDEBAKER PARTS & SERVICE, Robert & Dolores Oakes, 203 Palm St, Fruitland Park FL 34731, 352-365-0743 (Oct 1 to May 1) or 1152 Ct. Rt. 38, Norfolk NY 13667, 315-384-3926 (May 1 to Oct 1).

352" Packard (1956 Golden Hawk) V-8 engine, complete and nice minus carburetor, T-85 transmission with floor shift, 1956 Golden Hawk dashboard. 1960 Hawk interior and rear end. Stephen Cade, 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369

1951 STUDEBAKER 2R5 PICKUP TRUCK USED PARTS FOR SALE all parts used but in good condition. Transmission \$50, 6 cyl motor (not running) block heads rods pistons crank oil pan \$75, front axle complete with hubs \$50, 1 carburetor \$20, 1 generator \$15, 4 original wheels \$40, 1 starter \$15, front springs \$20, complete instrument panel \$25, all the above at one time purchase \$200. Charlie Downing, 2253 Oxbow Rd, Jacksonville FL 32210, phone 904-781-4138.

1963-1964 GT HAWK parts, glass, stainless, many other items, magic elixir \$1.00 a bottle (add to oil, gas, trans, *nostalgia item*). Jerry Ray, 1012 Cama Ct, Winter Springs, FL 32708, 407-699-5364 (5:00 pm to 8:30 pm ONLY).

PARTS FOR SALE, 2 NOS steering wheels for 1956 President \$375.00 and \$305.00, fan blade \$5.00, overdrive cable \$3.00, 15" wheel rim \$2.00 (believe from a 1964 Commander), small hubcaps \$1.00 each, V-8 fuel pump (AC-4227) used \$5.00, door bracket (left bottom rear, 1964 Cruiser) \$3.00, windshield washer bag bracket \$2.00, magic elixir \$1.00 a bottle (add to oil, gas, trans, *nostalgia item*), Frank Ambrogio, 31700 Wekiva River Road, Sorrento FL 32776.

FERN PARK AUTO PARTS, 1420 E. Hwy 436 (2 blocks W. of 17/92), foreign & domestic, machine shop service, hard to find parts our specialty (no body parts). 407-339-3509.

STEPHEN ALLEN'S AUTO has new & used Studebaker & Packard parts. N.O.S. parts, mechanical, electrical & trim. VISA, MC, DISC accepted. 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369. For orders only 800-532-1236.

VEHICLES/PARTS WANTED

1972-1980 TURNING WHEELS, Paul White, 313-426-5223.

STEERING COLUMN from 1953-56 C-K, must be from a car with power steering. Any 1953-56 C-K steering wheel, cheap (the worse shape, the better). Shift rods 1540209 & 1540211 for 1956 Golden Hawk with power steering. Frank Ambrogio, 31700 Wekiva River Road, Sorrento FL 32776-9233.

SERVICES OFFERED

AUTO MECHANICAL REPAIR SERVICE. Studebakers are my specialty. If I can be of help, call Marty Burns, 407-422-6706.

BUFFY'S STAINLESS STEEL RESTORATION, buffing, dent removal, scrapes. Warren Light - owner, 2900 Cave Cay Drive 3C, Clearwater, FL 33760, 800-479-4487

QUALITY POT METAL WORKS can chrome anything that will fit into a 4' tank, including most pot metal restoration or rechroming. Joe Stinnett - Owner, 580 A Wilmer St., Orlando FL 32808, 407-290-2620

SPACECOAST PLATING & Metal Refinishing, Inc., custom copper, nickle and chrome plating. Metal polishing on stainless and aluminum. 975 Aurora Road, Melbourne FL 32935, 407-254-2880.

HEAD LIGHTS

CALENDAR OF EVENTS

Regularly Scheduled
Chapter Events

ORLANDO AREA CHAPTER (OAC) MEMBERSHIP MEETINGS are at 7:00 pm on the 2nd Saturday of each month from Sept-May at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd.

OAC MONTHLY BREAKFASTS are at 8:00 am on the last Sunday of each month at the Golden Corral Restaurant on Hwy 434, two blocks South of Hwy 436, Altamonte Springs. BYOB (Bring Your Old Baker).

SEPTEMBER

- 12 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.
- 19 LOVE THOSE ORPHANS at Buddy Freddy's in Plant City. Larry Romig 727-347-4479.
- 27 OAC MONTHLY BREAKFAST AT 8:00 am. (See new location listed above).
- 27 3RD ANNUAL ANTIQUE CAR SHOW & B-B-Q, Bahia Shrine Temple, 2300 Pembroke Dr. Larry Gilbreath or Jim Greer, 891 S. Keller Rd, Orlando FL 32808, PH: 407-862-4949 or 660-2174.

OCTOBER

- 03 2ND ANNUAL DOWNTOWN ANTIQUE & CLASSIC CAR SHOW, Mount Dora, rain date - Oct 10, pre-registration \$10 (till 9/28/98), day of show \$15, This is an OAC participation event so bring out the Studebakers and pre 1976 Avantis. Info: 352-383-8606, 352-669-6793, 352-742-1229, 352-383-2165.
- 10 OAC MONTHLY MEMBERSHIP MEETING, 7:00 pm.
- 23-24 21st ANNUAL FLORIDA STATE MEET at the Best Western in Vero Beach, Rt 60. Info: 407-724-6015, 561-465-2384.

- 25 OAC BREAKFAST at 8:00am

NOVEMBER

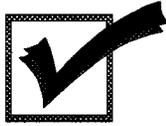
- 07 UNIQUES & ANTIQUES car show at Home Depot in Leesburg. Info: Dean Gessner.
- 08 OAC ANNUAL PICNIC at Kelly Park off Lake Sylvan Road in Sanford at 1:00 pm. Bring your own meat to grill. The Chapter will supply drinks and condiments. There is a \$3.00 admission to the park and no liquor is permitted. RSVP to Marion White 352-383-7279 or Marty Burns 407-422-6706.
- 14 OAC MEETING at 7:00pm (this meeting may be canceled due to the picnic).
- 26-29 TURKEY ROD RUN at the Daytona Speedway Registration info: Rick Finzer of Daytona Street Rods (904)767-9070. Anyone wanting meet and caravan, so we can all park together, call Lou 407-695-1584.

- 29 OAC BREAKFAST at 8:00am

DECEMBER 1998

- 06 OAC ANNUAL CHRISTMAS DINNER at Marina on the Lake Motel and Restaurant in downtown Sanford on Lake Monroe. We will meet at 1:00 pm at Seminole and Palmetto just East of Hwy 17-92. RSVP to Marion White 352-383-7279 or Marty Burns 407-422-6706.
- 12 OAC MEETING at 7:00pm. (may be canceled due to the Christmas dinner)
- 27 OAC BREAKFAST at 8:00am

THINGS TO REMEMBER



Our new location for our last Sunday of the month breakfast, is the *Golden Corral Restaurant* located on Hwy 434, two blocks south of Hwy 436.

Anyone wishing to renew early can do so by sending a check to the Membership Director. Dues are still only \$10.00 per year. Checks should be made payable to *Orlando Area Chapter - SDC*.

Call Lou Scheffler if you plan to go to the *Turkey Rod Run*, so we can all park together.

Plan to attend the un-show of Orphan cars in Plant City on September 19th.

Register for the Mount Dora show on October 3rd. This show is a chapter designated event and we hope to have a good turnout.

Keep in mind that our annual picnic and our annual christmas dinner will be coming up in November and December respectively. See the details in the calendar section.

<insert "yawn" here>

AN EXTRA FROM ANONYMOUS

One of our members makes a point

THIS IS NOT the "Activities Directors' Report". This is a COMMENTARY! I label it as such for those who don't wish to read it and may not be sophisticated enough to tell the difference.

It has been brought to my attention that I was the subject of commentary at a recent meet. To some degree, this is flattering. Apparently, a person who obtained a "Greasy Prints" from several months ago complained to a higher level officer that my "Report" had very little about activities and too much "Personal" stuff. Also complained about the TYPE of personal information. And GOT IT WRONG! Read more INTO the comments than was really there. Be that as it may. I shall consider the source. One can't please everyone. Shouldn't try if one expects to be more than mediocre.

Yes. I DO put a bunch of personal stuff in my column. I consider most of the O.A.C. organization to be friends. Some, I've never met. But, not because I haven't tried. I consider my writing style to be somewhat folksy. I write as if I were dropping a line to an old pal. I refuse to be apologetic about that. Occasionally, negative moods or subject will filter in. Let's face it folks, "Pollyanna" is a character in a book. NOT a lifestyle! I happen to think I'm occasionally witty and even funny on rare occasions. I'm also consistently contributing to "G-P". Have done so from

nearly "Day-One" of my membership. Who else can say that? Fair or not, that fact alone carries weight on what gets used. Ego? Sho' 'nuff. As I have always said, I'm not always perfect. But, I'm ALWAYS me!

I have a request for the responsible people out there. If you don't like what I write, or what Frank sees fit to print, COMPLAIN TO ME (or us, as the case may be). Don't hide behind anonymity or go tattling to "Daddy" and put someone else on the hot seat he/she doesn't want or need. Have some intestinal fortitude! Will you tick me off? Probably. Will it affect the price of tea in China? Who cares? Will I continue writing? You betcher buns I will! As the O.A.C. Activities Director? Until someone ELSE VOLUNTEERS (note the emphasis, please!) for the job. But, as a member (as is the RIGHT [Some might say responsibility.] of ALL members) I shall continue to contribute my two cents to the newsletter. Now, whether Frank has been intimidated enough not to print my stuff or not, remains to be seen. I, however, am nearly immune to intimidation. Especially, by a Monday Morning Quarterback Armchair Critic who, very likely, does NOT contribute to "G-P", who complains to a third party, does so behind the cover of anonymity and seems to be promoting Before The-Fact Politically Correct CENSORSHIP.

When I complain about something, EVERYONE knows it and EVERYONE knows WHO COMPLAINED! Okay. Soap-box temporarily retired for now. You may now unbuckle your seatbelt and move about freely. But, Be sure not to offend anyone!

Yours Truly, You-Know-Who...

<insert "all clear, shields down" here>

NOTICE OF PROTEST SALE

By Paul White

Following receipt of this issue your OAC secretary, Paul White, is going to have a huge sale of all surplus Studebaker parts. This surplus resulted from his unwillingness to pay the outrageous \$50 fee for a one parking space size spot in the outdoor swap meet at a previous Studebaker National Meet.

If you would like to see the pile contact him at 352-383-7279 following his return from the northern Whitehouse. There possibly might be a list available at that time.

Perhaps someday the SDC powerpack will begin to realize that the obsession with increasing the costs of every event and outdoing the previous one is not the wisest choice for an aging organization facing an unknown future. When a club like SDC can only attract 5-7% of its membership to participate in its major annual event it may be time for those with the \$ tinted glass to stop and think if SDC is on the right track.

Hopefully this sale will conclude "my experience" in the Studebaker parts world. But then again it probably won't as these parts are not entirely free with free delivery and a free lifetime warranty.

Have a great month! See you at the Christmas Party.

<insert "\$\$\$\$\$" here>



FRANK(LY) SPEAKING

By Frank Ambrogio

NOTE: Opinions PRO and CON are always welcome.

The 21st annual Florida State Meet is fast approaching. Once again, Studebaker fans from Florida and neighboring states will converge on the meet site for another fun weekend. It is always great to see so many nice cars and to meet old, and make new, friends.

For me, it always brings a feeling of ambivalence. On the one hand, I really savor watching everyone enjoying themselves and I always like to see so many fine cars.

I watch people exchanging ideas and hear parts of conversations where someone offers help with another's problem. I see the joy on someone's face when he completes a deal at the swap area for that needed part.

I see people offering to help with an, on the spot, repair when someone encounters a (rare) breakdown with his car.

I see all the things that are great about the old car hobby and that is when the feeling of melancholy sets in.

With all the good things I see going on, I also see the not so good. I see the untapped potential and I see the lost opportunities. I look around and I see the enthusiasm, the caring, the helping, and the concern which will dissipate in a few short hours.

The meet will end, the participants will head home and everything that was generated on that weekend will be sucked into a void of apathy and indifference.

Meetings will have sparse attendance as will chapter activities. Repairs will have to be made without help or guidance. And friendships will have to be put on hold for another year.

Remember that famous Kennedy statement from years ago? I can't quote it exactly, but it was something like, *some see things that are and ask, why? I see things that never were and ask, why not?* I guess that is how I view the State Meet.

I realize that there is more to life than just old cars. Logistics make it difficult

to keep that spirit alive all year. Too bad. Just a little effort by everyone might make a dramatic difference.

There are chapters that exist in name only. Other chapters exist, but are struggling to survive. Areas where chapters should exist, have none. Over 300 Florida members are listed in the SDC roster. Less than 1/3 belong to local chapters. Yet, when those members appear together at a major event such as the state meet, there is so much interest and talent evident. I can't help wonder why there aren't more good things coming from their direction. Undeniably the potential and the talent are there.

There are officers who serve in name only. They show up at meetings with little or no preparation. Presidents get little help so they simply go through the motions. Vice Presidents do just what we expect of them. Editors simply throw newsletters together at the last minute and dump them in the mail with a sigh of relief. Secretaries don't pass the information on to the members. Activities Directors either do nothing or throw their hands in the air out of frustration.

Worst of all, is the membership itself. This tremendous resource goes completely untapped. Members expect the club to run itself and don't take part in club activities. Those who do show up, only make a token gesture. They usually sit on their hands, raising them only to complain. When volunteers and solutions are requested, hands fall limp and voices fall silent.

Our chapter numbers 117 people. We have only 7 officer positions. During the last 13 years of existence, one person has had to fill two or more of those positions. That is probably typical of most chapters and it is a sad commentary on the state of our hobby.

It takes me 1/2 hour to drive to the printer. That's thirty minutes. Let's forget everything else, that went into getting this issue of *Greasy Prints* to you. Let's discard the time spent writing, copying, proofing, labeling, stamping, stapling, the post office round trip, and the return trip from the printer.

Over the last two months, did you spend half as much time working for your chapter, as I spent making that one way trip? *I doubt it.* Besides renewing your membership, did you spend any time at all doing something for the chapter?

So, if you see me at the State Meet and I look a bit despondent, I may not be thinking about the great cars and the nice people. I will probably be thinking about all the untapped resources, the lost opportunities, and the unrealized potential.

<insert "sadness" here>

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.

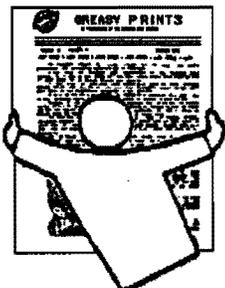
ORLANDO AREA CHAPTER
FRANK AMBROGIO - EDITOR
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233

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GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

PRESIDENT - DEAN GESSNER
VICE PRESIDENT - JIM MORGAN
ACTIVITIES DIRECTOR - MARTY BURNS
TREASURER - BILL COFFIELD
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VOLUME 16

NUMBER 1

1996, 1997 OLD CARS GOLDEN QUILL AWARD WINNER

NOVEMBER-DECEMBER 1998

DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

OAC ANNUAL PICNIC

Annual event will kick off the first of several chapter activities

The OAC ANNUAL PICNIC will be held on November 08 at Kelly Park off Kelly Park Road in Apopka at 1:00 pm. From 441, go North on Park Avenue (CR435) to the end, then right. Turn left, park is on right.

Bring your own meat to grill. The chapter will supply drinks and condiments. There is a \$3.00 admission to the park and no liquor is permitted. RSVP to Marion White 352-383-7279 or Marty Burns 407-422-6706.

The regular monthly meeting for November will be held at the picnic. Therefore, the meeting on November 14th has been canceled.

UPCOMING EVENTS

Chapter members will meet two more times before years end

The Turkey Rod Run will be held at the Daytona International Speedway on November 26-29. Lou Scheffler is coordinating an effort for anyone wishing to caravan to the meet. Call him at 407-695-1584 for details.

The ANNUAL OAC CHRISTMAS DINNER is set for December 6th at Marina on the Lake Motel and Restaurant. It is located in downtown Sanford on Lake Monroe.

We will meet at 1:00 pm at Seminole and Palmetto just East of Hwy 17-92. We will have another Chinese auction, so bring a wrapped gift with a minimum value of \$5.00 if you want to participate. For full details, RSVP to Marion White 352-383-7279 or Marty Burns 407-422-6706 by Dec 1st.

The regular monthly meeting for December will be held at the picnic. Therefore, the meeting on December 12th has been canceled.

21st FLORIDA STATE MEET

Annual gathering is right on the mark again

Congratulations and thanks to the Treasure Coast Chapter for another great State Meet. Unlike last year's puddle plopper, this year the weather couldn't have been much better. Friday was a great day for driving your Studebaker, especially those without A/C, with clear skies and temperatures in the seventies.

Several members arrived long before the 4:30 scheduled opening of the hospitality room, so things started happening around noon. As the hours passed, more people and cars rolled in and the exchanging of stories and renewing of friendships was in full swing.

By early Saturday morning, everything was going as planned and the voting began with everyone having to make some extremely difficult choices. The enthusiasm heated up along with the temperatures and by late afternoon, everyone seemed to be slowing down a bit.

The evening featured some good food, at least by the comments I heard, door prizes, and the presentation of the awards. I

Greasy Prints is the official publication of the Orlando Area Chapter and is distributed free to members. The information contained in this newsletter is true and complete to our best knowledge. All recommendations on parts and service procedures are made without any warranties on the part of the author, the Orlando Area Chapter or the Studebaker Drivers Club. Because the quality of parts, materials, and methods are beyond our control, the Chapter, SDC Inc., and the author disclaim all liability incurred in connection with the use of this information. Any opinions expressed are those of the writer and not necessarily those of the OAC, SDC Inc., or their respective, officers or board of directors.

recognized many of the winning cars, but was also aware of some truly fine Studebakers which because of the sheer numbers, did not receive awards. With approximately 80 cars present, and about 25 awards, anyone in the non winning bracket was certainly in good company.

Of course, winning awards is not what the State Meet is all about. At least that's my opinion. I've been fortunate to win a few awards over the past 10-12 years. When we moved to our new home last December, all of those trinkets got stuffed into a box or stashed in the corner of the garage. They remain there today.

I guess you could describe it as my version of "out of sight, out of mind". The awards may be out of sight, but the great memories, the good times, and the many wonderful friendships will never be out of mind.

SDC STATEMENT ON NEWMAN & ALTMAN

It was with a sense of sadness that the *Studebaker Drivers Club* received the news of the sale of *Newman & Altman* to the City of South Bend. *Newman & Altman* has been our last direct link to the *Studebaker Corporation* in South Bend. Its passing will mark the end of an era.

It is important to keep in mind that the *Studebaker Drivers Club* was not involved in the sale of *Newman & Altman*, nor is *SDC* directly involved in the development of plans to preserve a portion of the *Newman & Altman* parts inventory for future sale to Studebaker owners. It also should be noted that *SDC* does not have the resources to acquire the *Newman & Altman* parts inventory.

This is not to say *SDC's* leadership is not concerned. On the contrary, a number of *SDC* leaders have been actively monitoring the situation in order to voice the concerns of Studebaker owners and to facilitate the development of plans as appropriate. While details are now being worked out, we are optimistic the majority of parts will continue to be available to Studebaker owners well into the future. In addition, there is no doubt that the production records and blueprints will be preserved.

In the meantime, *Newman & Altman* continues to offer parts for sale. If you need parts from *Newman & Altman*, our advice is that you purchase them now.

More details will be announced in the near future by the parties involved in the acquisition of the *Newman & Altman* parts inventory for future retail sale.

SDC also would like to take this

opportunity to express its appreciation to Geoffrey Newman, Dennis Lambert and the entire Newman & Altman family for their many years of dedicated service to Studebaker owners throughout the world.

John Begian - President, *SDC*

MADISON 2000 UNVEILS Studebaker Millennial Calendar

Only once in one thousand years does an opportunity like this come along. Miss it and you'll have to wait another thousand years for a second chance - if then.

The opportunity is the chance to purchase the limited collector's edition of the *Studebaker Millennial Calendar*. Only 3,000 calendars have been printed for sale. No additional calendars will be sold. Indeed, with interest in the new millennium rising, this calendar will be a prized item for every collector as well as every Studebaker enthusiast.

Calendar highlights include:

- A total of 13 unique photos, including five rarely seen historical photos. Seven photos have never before been published.
- Each photo is 12 inches wide by 9" high.
- The calendar opens to 12" wide by 18" high for wall hanging.
- Each month includes Studebaker historical facts.
- A brief history of the Studebaker Corporation is featured.
- There is an overview of the 36th International *SDC* Meet.
- This calendar is guaranteed to be Y2K compatible. Unlike many computer based calendars, the *Studebaker Millennial Calendar* will not crash on January 1, 2000 - unless, of course, it falls off the wall.

In addition to owning this fine calendar, all purchasers will have an opportunity to win one of several great prizes.

All proceeds from the sale of the *Studebaker Millennial Calendar* will go to the 36th International *SDC* Meet Committee, better known as *Madison 2000*.

The *Madison 2000* Meet will be held in Madison, Wisconsin, on June 18-24, 2000. The *Marriott Madison West Hotel* will serve as headquarters for the meet. In addition to the *Studebaker Drivers Club*, the *Antique Studebaker Club* and the *Avanti Owners Association International* have announced

they will hold their year 2000 meets in conjunction with Madison 2000. This will mark the first time all three organizations will meet at the same time and place since the 33rd International SDC Meet in South Bend in 1997.

While calendars of this quality normally sell for \$12 to \$15 or more, Madison 2000 is offering the calendar for just \$8. At this price, you will want to buy one for every person on your holiday shopping list.

To order, send your name and address plus \$8 per calendar (checks payable to "Madison 2000") to: Studebaker Millennial Calendar, 767 Holden Street, Port Washington WI 53074.

MEMBERSHIP REPORT

By Frank Ambrogio

Thanks to all who renewed their membership for 1999. We finished 1998 with 66 family memberships, an increase of 9 from 1997. Most of the additions were picked up at the State Meet last year when we were the host chapter. Presently, the number of renewals is 39.



For those of you who intended to renew, but didn't get around to it, I've included a registration form as a reminder. I hope you will fill it out and return it to me along with your check for \$10.00. There will be a \$1.00 late charge after November 10.

Please be sure that all your information is up to date, especially your address and phone number. I will include the 1999 roster with the January-February issue.

This will be your last notice.

FROM THE EDITOR

By Frank Ambrogio

This issue marks the beginning of our 16th year. It was put together immediately upon my return from the State Meet. While you were unpacking, I was already at work trying to do my part to make your involvement with Studebakers and our Chapter more enjoyable.

During the meet, I was wearing another hat. I was again working for you, this time as your membership director. Thanks to all of you who renewed during the meet. I hope I got everything straight as my mind was in a fog the entire time. *Some of you may not have noticed any difference.* Please check the renewal date on the upper right corner of your mailing label. If it disagrees with your records, please let me know at once.

As stated in the last issue, I will be stepping down as your editor following the

March-April issue. Please contact Dean if you are interested in taking over.

U-TURNS

(LETTERS TO THE EDITOR)

Jeff Rice, Deep-N-Hock Acres

September 4, 1998

I have been reading "Greasy Prints" for quite some time now, and felt it was time to respond. You and your staff do a fine job putting this publication together. Your work often goes unrewarded, but never goes unread. Please find enclosed my \$10 fee. I don't even know if I belong to any "chapter", but the fee should at least help the newsletter. Keep up the good work.

I noticed in the October issue an ad for a 1949 2R10 pickup truck from a nice little old lady who lives in Daytona Beach. You can safely remove the ad, because I bought the truck. Here is a little supplemental info on this particular truck. It was brought to Florida from Connecticut a few years back as a retirement restoration project.

Unfortunately, her husband passed on during the project, but she went on to partially complete it. The engine was rebuilt (nicely done, but not by a "Studebaker" rebuilder. Several curious things were left out, or added. All the brakes were rebuilt, and a paint shop body job was done. Nothing special. The cab has some rust holes, the door bottoms are gone, and the bed needs some work. An average truck. Here is why it was for sale (we should all take note): This truck was licensed in Florida, and kept at a residence in Daytona Beach. The city of Daytona Beach passed an ordinance requiring any vehicles parked outside (even in the back yard) must be licensed, and have a current village sticker. For this owner that meant license fees, insurance fees, and village sticker fees. This was too much for her and she decided to sell it. Pretty bad reason to decide to have to sell. I saw the ad in the Search Lights section of Greasy Prints and decided to check it out. I had promised the wife we would get her a little Chevy S-10 or something to run around with, or go to the feed store in Ocala. She was putting everything in our old rust Yankee Suburban.... (You might be a redneck if you know how many bales of hay fit in your car.... She knows.... 13!) So I told her we were going to lunch in Daytona Beach, and then we were going to look at a pickup truck for her to use. I think all she heard was free lunch, so off we went. After a nice lunch, we went over to where the truck was. I got one of "those looks" when she saw it. It was real quiet. When I was asking questions about the truck, my wife was walking around it looking closer and closer. I asked if it ran and this little old lady

flipped me the keys and said "Drive 'her around the block!" Started it up and it purred like a kitten. Slipped it into first and eased it out on the street. Ran through the gears and "whoa'd" her to a stop.

Let's see. It purrs, shifts nice, stops. One eyebrow up at this point. My wife pop's in about here and says she likes this truck. Both eyebrow's up now. She said, "We couldn't get a brand-x for this amount". (good point!). We drove it back and started the negotiations. I had found several ad's on the 'net and showed them to her and made her an offer (much lower than her ad). She counter offered, but I stuck to my original offer. This sweet little old lady looks at my wife and says, "What would you do?" My wife said, "Quite frankly, I wish you'd just say no." This kind-hearted lady looked back at me, and then back at my wife, and said "I'll take his offer!" The rest is history. Drove it home to Ocala (at 45 mph). I will let everyone know how this driver project progresses. Rounding up parts now, and will try to have it down at Vero in October. Wife loves it. Holes and all.

Dave Straughn

September 7, 1998

I am enclosing an article that appeared on page 1 of the South Bend Tribune on 9-5-98. Please read the article at the next OAC meeting, as I don't want anyone to spend time in the Federal pen on a copyright infringement charge.

Maybe Paul White, Studebaker truck buyer extraordinaire, and I can pool our money and buy the entire parts inventory - ha ha! Let me check my chump change. Maybe Paul can take up the hobby of meteorite chasing. Met a guy in South Bend yesterday who does just that! And all this time I thought I needed to get a life! A person must do something in action city Indiana if you are not building Studebakers.

On a serious note, I do agree with Paul's article entitled, "Notice of Protest Sale" found on page 8 of the Sept-Oct 1998 issue of Greasy Prints. I too have been mystified at the poor turnouts at the SDC International meets given the fact SDC has 13,000 dues paying members. I suspect a sizable number of dues paying SDC members do not register simply because of the registration cost and what the registrants receive in return for their money. One would think the International would bring out at least 10% of the paying members. Maybe more than 10% really did show up at Austin if you count those who came solely to view the heavy metal, shop for parts, or did not bring a vehicle for judging. Then again, maybe SDC has too many convenient and less costly zone meets.

Bob Oakes

September 8, 1998

After reading your article in *Greasy Prints* I thought I better send you my dues for two years.

We will be back in Florida on or about October 1st. I called about the Mount Dora show on October 3rd, because the information stated antique & classic cars. As you know, my car does not fit these descriptions. The fellow I talked to said they would accept my car. I plan to be there. I did not have a registration form, so I will have to pay the extra five bucks.

I also sent in my registration form for the state show and have a room reserved at the Best Western. Dolores and I will be there along with some of my parts.

Having read Marty's column and yours, I know exactly how you feel. As they say, "been there, done that." Here's where I blow my horn. I was the one fellow who pushed to form the St. Lawrence Valley Chapter up here in New York in 1970. I was "thankfully" elected president for the first term. Our officers term was for one year.

We started with thirty five members and went through four presidents. The last elected president was a young fellow and need I say more, the last. This guy just let everything go to pot and as a result, the National pulled our charter. However there were some outside problems that didn't help.

It was the 1970s and the gas crunch was on. We drove a Studebaker and most members had to drive forty or more miles to go to the monthly meetings. Gas was hard to come by. We rotated the meeting areas to help, but eventually the members dropped out.

So Frank, I know how you feel. After all the time and effort put into forming the chapter and getting it chartered, the chapter just went by the wayside. Well enough of the doom and gloom.

We have had a busy summer vacation. I spent about half of it re-doing the bathroom in our trailer. The bath tub had cracked during the winter months and leaked behind the wall and ruined the floor. That all had to be replaced, plus I changed all the piping underneath the floor. Then I remodeled the walls so that I could put in a full size bath tub. Everything had to be re-insulated and so on and so forth.

After the remodeling, I started to work on restoring my 64 Champ Pickup which was a major basket case. The only floor left was the section over the transmission. The windshield was broken and so was the rear siding glass. Both doors were very badly rusted. Engine was a 170 cubic inch six that

was seized. Standard transmission front shaft was burnt up when it rode on the flywheel housing. I decided to make it an automatic. I am going to use the six cylinder 170, I had initially had in my shortened Lark.

I had to change the steering column. Problem was the truck steering column is three and a half inches longer than the 59 Lark donor car steering column. Had to make an adapter to solve this problem. I will not be able to finish this project before we head for Florida, but maybe next summer.

Dolores already has another building project scheduled for me for next summer, but hope to finish the pickup. After all, I need the truck to haul building material. I will bring pictures of various stages of development of the Champ.

THE HISTORY CORNER

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September 1, 1998 All Rights Reserved

PETER STUDEBAKER

This is the third in a series of articles about the Studebaker brothers drawn from South Bend Daily Tribune articles on the dates of their deaths. Peter Studebaker was fourth-oldest of the five brothers and was the third to die. Some time in the summer of 1896, Peter had been diagnosed as having heart problems. In those days, of course, the physician could do nothing but counsel a slower schedule and fewer strenuous activities. Peter may or may not have paid much attention to the doctor's advice. Late in September of 1897, Clement, Peter and J. M. Studebaker were invited to be the guests of honor at a reunion in their boyhood home of Ashland, Ohio. Upon their return to South Bend, Peter went horseback riding and had a heart attack. He partially recovered, but a second attack occurred two days later. The day after the second attack, Peter felt able to travel, so he and his brother, J. M. Studebaker, went to Alma, Michigan for treatment in a sanitarium. Three days later, on October 9, Peter woke his brother in the middle of the night; medicine was given and he went back to sleep. The next day, Peter remained in bed. Shortly before noon, he asked J. M. for a glass of water and then died, at least figuratively in his brother's arms, while drinking the water. At age 61, Peter had lived a full and complete life by the standards of the day and his death shocked no one, although those who had not known of his heart problems may have been surprised.

Peter had been born in Ashland, Ohio on April 1, 1836 and had been fifteen years old at the time the family moved to South Bend. He had attended school in Ashland, but shortly after moving to South Bend, he took a position as a clerk, working for \$15 per

month. Peter saved as much as he could and once he had \$100, he invested it in stock-in-trade and turned himself into an independent, itinerant peddler. The peddler's job lasted until he ran across lady by the name of Dora Handley, who seemed more interesting than the job. Married, Peter settled in Goshen, Indiana and formed a partnership with his brother-in-law, Philip Welch, who operated a store in Goshen. Welch was the husband of Sally Studebaker Welch, Peter's sister.

At the time, brothers Henry and Clement were struggling in the wagon-building business. They needed an outlet for their wagons, so after some success at selling wagons from the Goshen store, they approached Peter and asked him to join them. Peter agreed to do so and in 1865, as the Civil War was winding down, he moved to St. Joseph, Missouri to set up the company's first repository (showroom). St. Joseph was the prime jumping-off point for the wagon trains that were then settling the west and was, therefore, an excellent place to sell wagons. From St. Joseph, Peter not only sold wagons, but also managed the opening of additional repositories in San Francisco, New York, Chicago and other places. In 1872, Peter moved back to South Bend to become Treasurer of the Studebaker Brothers Manufacturing Company.

Peter's wife, Dora, died in 1865, leaving Peter with son Wilbur age 8 and daughters Mary and Dora, ages 5 and 2. In 1866 Peter married Alice Mitchell of White Pigeon, Michigan, but she died in 1869. In 1872, just before leaving for St. Joseph, Missouri, Peter was married for the third and last time. Mary Guthrie Studebaker survived her husband, living until age 82 in 1913. Wilbur married Fannie Dulin in 1877 and lived until 1905. Mary was married in 1882 to Nelson Riley and lived until 1936. Dora was married to William Innis, but her marriage and death dates appear not to have been recorded.

In addition to being company treasurer, Peter had been chairman of the Studebaker Brothers Manufacturing Company executive committee at the time of his death. Fred Fish took his place in a move that was later to become crucial to the future of the company as it made the sometimes-painful transition to the auto age.

Lark

In January of 1955, Studebaker's balance sheet showed a \$97.4 million surplus, money that had been made but not spent and which represented the stockholder's equity in the company. By the middle of 1958, losses had reduced this number to zero and past zero to a negative \$21.6 million. Studebaker was technically bankrupt and could not meet its obligations on loans from twenty banks and insurance companies. The lenders, however,

were willing to talk and Studebaker president Harold Churchill, together with executive vice president A. J. Porta, were able to work out a refinancing deal.

The Curtis-Wright company purchased some ax-Studebaker World War II plants that it had been leasing. This allowed Studebaker to move advance rental payments it had received from Curtis-Wright from a liability account into the surplus. The bankers agreed to take newly-minted preferred stock in settlement of their loans. This stock, if the price were to rise to \$7 in the future, would fully repay them, but Studebaker could issue it for much less. Studebaker thus erased a \$51.7 million debt at a cost of \$16.5 million. When all this was complete, the equity account stood at \$33.9 million on the positive side, and future payments on all but \$16.5 million in debt had been eliminated as well. Studebaker was, so to speak, back in business.

Times had indeed been tough. Some South Bend businessmen, weary of Studebaker's up-and-down history had voiced the opinion that the town would be better off if Studebaker would just close up. At least that way, they said, the uncertainty would be gone. L. D. Borough, a local psychiatrist who apparently disagreed with the businessmen, formed "Citizens for Studebaker", possibly the only time that a booster club has been voluntarily created to assist a publicly-held corporation.

None of this could have happened, had Studebaker not had a new car in the wings and had expectations been high for it. The Lark fulfilled those expectations.

Harold Churchill had worked in Studebaker's engineering department for many years and the Lark was considered his "baby". Churchill had played a part in the design of the 1939 Champion, a small, low-priced car like the Lark. His earlier experiences doubtlessly played a role in his developing enthusiasm for the Lark project.

By June of 1959, the Lark was in full production and the assembly line had been brought up to 84 per hour, one car every 45 seconds. Quality, it was said, was high enough so the repairmen found themselves with free time, even at that speed.

Calendar year 1959 production was 153,823. The great majority of these cars were Larks, with only a few thousand Hawks made. Studebaker managed \$28 million in profit on \$387 million in sales, making the year the best one since the boom year of 1953. There were darker days ahead, but for the moment the sun shone brightly in South Bend.

[Sources: Soaring on Wings of the Lark, Business Week, 6/20/1959 and James Molony, Studebaker Cars, Motorbooks International, 1994]

SEARCH LIGHTS WANT ADS



NOTICE

Ads for Studebakers or related items are free. They will run at least 2 times, must include the city. All ads must be submitted in writing.

CARS FOR SALE

1947 CHAMPION 4 DR 6 Cyl W/OD, radio, and heater. Has new seat cover & door panels, needs new headliner & floor mats. Has all new brakes, needs hill holder, has a new "el Cheapo" paint job (bad). Runs great \$2,500. Larry Good, 9401 Bay Pines Blvd, St. Petersburg FL 33708, days, 813-392-2198, nights 813-596-5550.

1953 Champion Regal Hard top, 6 Cyl, Auto, Body-off Resto. Runs as good as it looks! Asking \$7,200 Call Joe/Debi @ 407-873-1787 (Page), Intercession City.

1955 SPEEDSTER, runs, condition 4/5, auto, power steering, power brakes, restoration begun, car in primer, has original leather interior and wire wheel covers, interior restoration not yet started, lost storage, asking \$3500. Jim Morgan, 205 Carrigan Blvd, Merritt Island FL 32952, 407-453-0986.

1960 CHEVROLET BEL AIR 4 door, 6 cylinder, 3 speed with air, \$3500. John Gormican 980 West McCormick Rd. Apopka, FL 32703, 407-889-9252.

1962 GT Hawk, extensive information and photos available by request, two tone blue exterior, rebuilt engine, transmission, new tires, suspension, and most mechanicals, AT, AC, asking \$11,500 or best reasonable offer. Contact Larry Bryanton, P.O. Box 52268, Jacksonville FL 32201, Tel. 904-488-1900.

PARTS/ACCESSORIES FOR SALE

SALE, TRADE?: '58 Golden Hawk body. FL title avail. Almost all there. Some heavy surface rust at fins, rust through behind doors, floors great, torque boxes solid. Come look and make an offer. Also, several engines and trans. Odds and ends from '59 Silver Hawk. Call Marty Burns 407-422-6706 from 10-9

FREE TO GOOD HOME - Left rear fiberglass fender, never used, about 16 years old, C-K. Marty Burns 407-422-6706 (Orlando)

STUDEBAKER PARTS & SERVICE, Robert & Dolores Oakes, 203 Palm St, Fruitland Park FL 34731, 352-365-0743 (Oct 1 to May 1) or 1152 Ct. Rt. 38, Norfolk NY 13667, 315-384-3926 (May 1 to Oct 1).

352" Packard (1956 Golden Hawk) V-8 engine, complete and nice minus carburetor, T-85 transmission with floor shift, 1956 Golden Hawk dashboard. 1960 Hawk interior and rear end. Stephen Cade, 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369

1963-1964 GT HAWK parts, glass, stainless, many other items, magic elixir \$1.00 a bottle (add to oil, gas, trans, nostalgia item). Jerry Ray, 1012 Cama Ct, Winter Springs, FL 32708, 407-699-5364 (5:00 pm to 8:30 pm ONLY).

PARTS FOR SALE, 1 NOS steering wheel for 1956 President \$305.00 (slight blemish), V-8 fuel pumps (AC-4227) used \$5.00 ea, door bracket (left bottom rear, 1964 Cruiser) \$3.00, windshield washer bag bracket \$2.00, Frank Ambrogio, 31700 Wekiva River Road, Sorrento FL 32776.

STEPHEN ALLEN'S AUTO has new & used Studebaker & Packard parts. N.O.S. parts, mechanical, electrical & trim. VISA, MC, DISC accepted. 529 N.W. 58th Street, Gainesville FL 32607 352-472-9369. For orders only 800-532-1236.

FERN PARK AUTO PARTS, 1420 E. Hwy 436 (2 blocks W. of 17/92), foreign & domestic, machine shop service, hard to find parts our specialty (no body parts). 407-339-3509.

VEHICLES/PARTS WANTED

2R10 SHEET METAL, hood, grille, doors (w/glass), decent shape, need not be perfect, will pick up in Florida, S. Georgia, or S. Alabama. Jeff Rice, (Ocala) 352-873-9229.

STEERING COLUMN from 1953-56 C-K, must be from a car with power steering. Any 1953-56 C-K steering wheel, cheap (the worse shape, the better). Shift rods 1540209 & 1540211 for 1956 Golden Hawk with power steering. Frank Ambrogio, 31700 Wekiva River Road, Sorrento FL 32776-9233.

1972-1980 TURNING WHEELS, Paul White, 352-383-7279.

SERVICES OFFERED

AUTO MECHANICAL REPAIR SERVICE. Studebakers are my specialty. If I can be of help, call Marty Burns, 407-422-6706.

BUFFY'S STAINLESS STEEL RESTORATION, buffing, dent removal, scrapes. Warren Light - owner, 2900 Cave Cay Drive 3C, Clearwater, FL 33760, 800-479-4487

QUALITY POT METAL WORKS can chrome anything that will fit into a 4' tank, including most pot metal restoration or rechroming. Joe Stinnett - Owner, 580 A Wilmer St., Orlando FL 32808, 407-290-2620

SPACECOAST PLATING & Metal Refinishing, Inc., custom copper, nickle and chrome plating. Metal polishing on stainless and aluminum. 975 Aurora Road, Melbourne FL 32935, 407-254-2880.

HEAD LIGHTS



CALENDAR OF EVENTS

Regularly Scheduled
Chapter Events

ORLANDO AREA CHAPTER (OAC) MEMBERSHIP MEETINGS are at 7:00 pm on the 2nd Saturday of each month from Sept-May at Sanford Motor Co. 3418 S. Orlando Dr. (17-92), Sanford, ½ mile north of Lake Mary Blvd.

OAC MONTHLY BREAKFASTS are at 8:00 am on the last Sunday of each month at the Golden Corral Restaurant on Hwy 434, two blocks South of Hwy 436, Altamonte Springs. BYOB (Bring Your Old Baker).

NOVEMBER

07 UNIQVES & ANTIQUES car show at Home Depot in Leesburg. Info: Dean Gessner.

08 OAC ANNUAL PICNIC & MEETING at Kelly Park off Kelly Park Road in Apopka at 1:00 pm. Bring your own meat to grill. The Chapter will supply drinks and condiments. There is a \$3.00 admission to the park and no liquor is permitted. RSVP to Marion White 352-383-7279 or Marty Burns 407-422-6706.

14 ~~OAC MEETING at 7:00pm~~ (meeting canceled due to the picnic).

26-29 TURKEY ROD RUN at the Daytona Speedway Registration info: Rick Finzer of Daytona Street Rods (904)767-9070. Anyone wanting meet and caravan and park together, call Lou Scheffler 407-695-1584.

29 OAC BREAKFAST at 8:00am

DECEMBER 1998

06 OAC ANNUAL CHRISTMAS DINNER & MEETING at Marina on the Lake Motel and Restaurant in downtown Sanford on Lake Monroe. We will meet at 1:00 pm at Seminole and Palmetto just East of Hwy 17-92. RSVP by December 1st to Marion White 352-383-7279 or Marty Burns 407-422-6706.

12 ~~OAC MEETING at 7:00pm~~ (meeting canceled due to the Christmas dinner)

27 OAC BREAKFAST at 8:00am

This is the perfect gift for all ages - the Studebaker Millennium Calendar. This limited edition collector's wall calendar is the ideal stocking stuffer. It features 13 large photos, lots of Studebaker information and

A Studebaker Christmas



more - including a chance to win a great prize. And as an added benefit, we absolutely guarantee this calendar to be Y2K compatible! Get one for every Studebaker fan on your shopping list!

Send your name, mailing address and \$8 per calendar (checks payable to: *Madison 2000*) to:

Studebaker Millennial Calendar
767 Holden Street
Port Washington WI 53074

A project of the 36th International SDC Meet, June 18-24, 2000, Madison, Wisconsin.



FRANK(LY) SPEAKING

By Frank Ambrogio

NOTE: Opinions PRO and CON are always welcome.

For the past several issues, I've been spouting off about several topics. Although it probably seemed that I was bitter about so many things, that is not the case. Since I got involved in the old car hobby, I've had some of the best times of my life. Anita and I have travelled to places we would have never thought about visiting.

In those travels, we have made some great friendships, seen some spectacular examples of Mother Nature's splendor, and have been able to thoroughly savor sharing our lives doing something we can both enjoy.

This column was designed to give you a jolt, get you to thinking, maybe even stir your ire. My hope was to provoke you into a response. Several of you did rise to the challenge and did it with taste and class. You did it, not by attacking me or what I said, but by simply telling us your opinion.

Your opinion has always been important to me, and it should be to everyone else. I could write every word printed in every issue and never take a breath, or break a finger nail. The problem with that system is

that, award winning or not, all we have is a one dimensional newsletter.

I exchange newsletters with over 30 chapters and/or car clubs. In my opinion, the best ones are the ones which have contributions from three, four, or more members. If you want to see an example, I'll show you a copy of the *Smoke Signal*. There are others, but I've singled this one out because it is produced by our neighboring *South Georgia Chapter*. Each contributor has his/her own writing style which in turn yields an individual flavor to each article.

If you look over some of our recent issues, I think you'll see what I mean. Your input, plus Jan Young's *History Corner* have made quite a difference. As editor, my most pleasant task is to remove something I wrote in order to make room for something of yours. Thanks to those of you who have taken the trouble to put pen to paper and let us know how you feel. Perhaps someday we'll see something like Jerry(ly), Mary(ly), Ann(ly), and Bob-O-Ly Speaking.

THINGS TO REMEMBER



Fill out and return the membership registration form if you plan to renew and haven't done so. The form is on page 9 of this issue. Don't forget to include your check for \$10.00 made payable to *Orlando Area Chapter - SDC*.

Call Marion or Marty if you plan to go to the annual picnic. Remember to bring your own eating utensils, and meat for cooking. Bring your own chairs also if you want to be more comfortable during the meeting.

Call Lou Scheffler if you plan to go to the *Turkey Rod Run*, so we can all park together.

Call Marion or Marty by December 1st if you plan to go to the annual christmas dinner in Sanford. We will have a Chinese auction, so bring a wrapped gift valued with a minimum value of \$5.00.

NOTICE

The November meeting will be held at the picnic on the 8th and the December meeting will be held at the Christmas dinner on the 6th. No meetings will be held at *Sanford Motors* till January.

THE STUDEBAKER DRIVERS CLUB



ORLANDO AREA CHAPTER

MEMBERSHIP REGISTRATION FORM

Please type or print clearly. This information will be used for the roster.

NAME _____ BIRTH DATE (MONTH/DAY) _____

SPOUSE _____ BIRTH DATE (MONTH/DAY) _____

ANNIVERSARY DATE (MONTH/DAY) _____

ADDRESS _____ HOME PHONE _____

CITY, STATE ZIP _____ WORK PHONE _____

ARE YOU A MEMBER OF THE STUDEBAKER DRIVERS CLUB _____ SDC MEMBER # _____

(YOUR SDC MEMBER NUMBER IS ON YOUR TURNING WHEELS LABEL, ABOVE YOUR NAME)
(If you are not a member of the Studebaker Drivers Club, see the notice at bottom)

STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	NAME	MODEL	BODY STYLE

RENEWALS \$10.00 PER YEAR (DUE ON OCT 1)

(TO BE FILLED IN BY THE MEMBERSHIP DIRECTOR)

PAYMENTS

DATE RECVD	___-___-___	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1,	_____
DATE RECVD	___-___-___	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1,	_____
DATE RECVD	___-___-___	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1,	_____
DATE RECVD	___-___-___	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1,	_____
DATE RECVD	___-___-___	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1,	_____

MAKE CHECKS PAYABLE TO - ORLANDO AREA CHAPTER - SDC

MAIL TO:

FRANK AMBROGIO, 31700 WEKIVA RIVER ROAD, SORRENTO, FLORIDA 32707

*** DUES SCHEDULE - NEW MEMBER ONLY *** (PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)

SEP - DEC = \$10.00	JAN - FEB = \$8.00	MAR - APR = \$6.00	MAY - JUN \$4.00
JUL - AUG = \$2.00 (OPTION: \$10.00 PAYS DUES THROUGH OCTOBER, NEXT YEAR)			

NOTICE:

EACH ORLANDO AREA CHAPTER MEMBER MUST ALSO BE A MEMBER OF THE STUDEBAKER DRIVERS CLUB, INC. NEW ORLANDO AREA CHAPTER MEMBERS MUST JOIN THE STUDEBAKER DRIVERS CLUB WITHIN 60 DAYS. FOR INFORMATION ON NATIONAL SDC DUES, WRITE OR PHONE:

THE STUDEBAKER DRIVERS CLUB, INC.

TELEPHONE: 1-800-527-3452

C.I.S., P. O. BOX 28788, DALLAS, TEXAS 75228-0788

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).

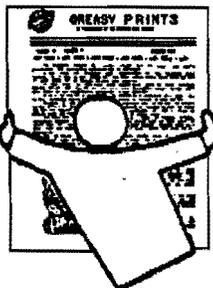
Greasy Prints is the official bi-monthly publication of the Orlando Area Chapter - Studebaker Drivers Club. All comments and opinions are those of the author and do not necessarily reflect the policy of the Chapter.

ORLANDO AREA CHAPTER
FRANK AMBROGIO - EDITOR
31700 WEKIVA RIVER ROAD
SORRENTO, FLORIDA 32776-9233

place
stamp
here

TO:

[Empty rectangular box for recipient address]



STUDEBAKER, THE CURE FOR THE COMMON CAR

FIRST LINE OF MAILING LABEL SHOWS DUES RENEWAL DATE