

# GREASY PRINTS

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



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

VOLUME 17

NUMBER 2

JANUARY-FEBRUARY 2000

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

## Leesburg Party in the Streets Oktoberfest '99 By Bob Oakes

Friday Night Downtown Leesburg saw a gathering of about fifty cars of stock, custom, and modifieds along with a good showing of custom and modified trucks from 5PM to 8PM. There was some concern about the condition of the street.

Early that day, there was nothing but a huge amount of dirt where the street should have been, however, by 5PM the Construction Company had put down at least a base coat of blacktop. On Saturday, October 23, about one hundred cars and trucks had shown up for the show. All together there was five Studebakers in this group and four of the five were lucky enough to go home with trophies. My Blackbird was one of them. A 1960 two door Lark Hard Top from Wildwood and a 1942 President from Eustis went home with trophies, and one other Stude, a 1964 station wagon, whose owner was unknown, was the fourth. The fifth Studebaker was a 1963 Avanti slightly modified with a G. M. Drive Train. In all fairness the Avanti was in a tough class with a lot of competition. But the Avanti came away with the Best of Show Award. All judging and trophies were done and awarded by 5PM.

A lot of dancing was taking place on the street both Friday and Saturday to a German Band's Music of "Bavarians" and "Diefliedermusik". Well until the next show...

P.S. Following the car show on Saturday afternoon, we were invited to the cruise-in at the Denny's classic dinner on S. R. 44 and I-75 west of Wildwood, Florida from 6-9PM. We were not so lucky at this cruise-in as far as trophies go. We discovered another Studebaker driver that was down here in Florida for the winter. However George and Judy Sandone didn't have their 1962 GT Hawk down here, but they do belong to the National SDC. George and Judy have their other cars here, a 1961 Thunderbird and a mint 1957 Thunderbird, which took home a Best of Show at the 15<sup>th</sup> Annual Halloween AutoFest on October 30<sup>th</sup> at Home Depot on 441 in Leesburg hosted by the Uniques and Antiques of Leesburg. See ya all at the next show or cruise-in. BOB

## From your President:

I want to thank Bill Coffield for the years of good service provided as Treasurer to the SDC Orlando Chapter. But to reasons beyond his control he has had to resign.

The word was put out that we needed a new treasurer and the call was heard. Jerry Ray volunteered to step in and accept the Duties of Treasurer for the Club. I want to thank Jerry for volunteering and accepting the responsibility of this position, and I'm sure we'll all help him as much as possible. Thank You, Jerry.

Also I want to thank my daughter in law, Micki, for helping me as co-editor for the Greasy Prints newsletter. She does all the typing and computer work because I know nothing about computers. Thank you, Micki

# MEMBERSHIP REPORT

By FRANK AMBROGIO



The formation of new chapters in North East Florida and North Central Florida has caused us to lose a few members. As we begin the last year of the 20th century\*, our membership stands at 40 families. Though this is down from the 58 families from last year, it will not make a significant impact on our chapter operations.

While the OAC has lost a few members, there are a few side benefits. More Florida SDC members will now also belong to a local chapter, the state infrastructure will be more solid, and more chapters brings more "movers and shakers" into positions of prominence. On a personal note, it means fewer members to track, and for the editor, fewer newsletters to mail.

I would like to welcome the return of members, Harold and Sandi Scott. The Scotts were members of the OAC for a couple of years in the mid 1980s, and live in Ormond Beach. They are the owners of a "slightly" modified 1954 coupe and a 1963 Avanti.

I've asked Dean to include a copy of the latest roster with this issue. Thanks to all of you who have renewed your membership.

\*Though the new millennium is at hand, the way I see it, the 21st century won't begin until the year 2001. My dictionary describes a century as "any period of 100 years reckoned from a certain time, especially from the beginning of the Christian Era: as, 1801 A.D. through 1900 A.D. is the 19th century". Thus the 20th century would consist of the years 1901 A.D. through 2000 A.D. Consequently, the 21st century will not start until 2001 A.D.

## MEMBERS WHO HAVE RENEWED

*Following, is a list of everyone who has renewed his membership in the Orlando Area Chapter. This list is accurate as of December 18, 1999. If you find an error, please let me know immediately.*

FRANK & ANITA AMBROGIO  
BARRY M. BRINSON  
J. MARTIN (MARTY) BURNS  
DR. ROBERT & MARY CADE  
KEVIN & DEBI CARR  
BILL & ESTHER COFFIELD  
ROBERT & LORRAINE COOLIDGE  
DAVE & SHARON CRAMP III  
DON DODGEN  
JEFF & LOU ELLIOTT  
MARVIN & CINDY EVANS  
STANLEY & GERTRUDE FAIBISY  
RICHARD JOHNSTON-FERN PARK AUTO  
DONALD AND EDITH FIFER  
DEAN & JEAN GESSNER  
LEROY & HELEN GESSNER  
LARRY & BARBARA GOLUB  
LARRY & JOANNE GOOD  
JOHN & JOANN GORMICAN  
DAN HADDAD  
BILL HAHN  
STEVE KENNEDY  
HERMANN & MARGARET KRUEGER  
KURT & JUDY LARSEN  
RICHARD & MARJORIE LATCHAW  
JOHN & PAT MEINELT  
SAM MILLS  
HAROLD & YVONNE MUELLER  
ROBERT AND DELORES OAKES  
KEITH & JOANGAY PHILDUS SR.  
KARICK PRICE JR.  
JERRY & BECKY RAY  
ALBERTO/OLGA SANCHEZ DE FUENTES  
LOUIS SCHEFFLER  
HAROLD & SANDI SCOTT  
DAVID STRAUGHN  
DWIGHT & CAROLYN SWANSON  
LAVELL WATERS  
PAUL & MARION WHITE  
BRYAN & DEBBIE WOOD

## Upcoming Fundraiser Garage Sale By Paul White

At recent meetings there has been some discussion of the need to bolster our Chapter treasury. One suggestion was to hold a Chapter garage sale. Permission has been obtained from Don Bales to hold the sale at the Sanford Motors location. There is adequate indoor and outdoor space and the traffic should be good there.

In order for this effort to succeed we will need many volunteers and a lot of merchandise. It is not something that 3 or 4 people can handle. And why should they to benefit 50 or 60 people?

Start rounding up your donations now. Solicit stuff from family and friends who are too rich or proud to have their own sale, etc.

As soon as a date is set we will need to get started on advertising: signs, fliers, etc... Decide now what you will be able to do to contribute.

It has also been suggested that we have as many Studebakers on location that day as possible.

Come to the next meeting where this event is sure to be discussed. January 8 is the second Saturday of the new millenium!

## December 12, 1999 Christmas Party By Paul White

Ho! Ho! Ho! And a prosperous & Happy New Year!

About 45 members and guests attended the annual Christmas gathering at the Golden Corral in Altamonte Springs. Several spirited members even drove their Studebakers!

The food was excellent and the Chinese auction was better than ever. However the room that was given to us was not adequate and we will address that problem with their management if we decide to hold our party there in the future.

A short business meeting was held. The secretary had no previous meeting minutes and the treasurer attempted to turn over "the books" to the new treasurer before the millenium arrived!

A survey devised by Marty Burns was passed out dealing with some changes suggested in recent meetings. The results will be discussed at the January meeting.

We hope everyone who attended had a good time. We also welcome any and all suggestions to improve the event.

Regina Ann Lowell  
Calvin Lowell

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Mention you are with the  
Studebaker Drivers Club!**

Stude on the Web  
By Bill Coffield

You have probably heard it called WWW (or Worldwide Web) of the Internet, in any event, almost anyone with a computer these days can get in touch with the world just by entering a few keys on the keyboard from the convenience of your desk at home or at work.

You've probably also heard that you can get detailed information on virtually any subject online, as well. Well, that's true and that certainly includes our mutually favorite topic, LOVE OF STUDEBAKERS.

By entering one of the search engines, such as YAHOO, AltaVista or one of a few hundred others, you can enter the keyword "STUDEBAKER," and come up with lots of web sites, most of which are about the car, or in some cases the Studebaker family or occasionally, an individual named Studebaker and how you might be able to contact them online.

As you might guess, the Studebaker Drivers Club has its own web page which you can reach by entering the address, "<http://www.studebakerclubs.com/sdc/index.htm>." Once into it, you can then proceed into many other topics under the headings of "*frequently asked questions, Join SDC, News from SDC, Official Studebaker reference guide, the Studebaker museum and even classifieds.*"

It seems that, under each page you enter, there are more sub-topics, which seemingly go on endlessly. As an example, by clicking on the Official Studebaker Reference Guide, there are such additional topics as "A brief history of Studebaker, general automobile tips and tricks, prewar and postwar Studebakers, trucks, about the author and a guestbook, where you can sign in and go on record with your own info about your cars and car experiences.

Perhaps in future issues we can get in to some of the specifics of some of the other clubs and how they have set up their web pages to be attractive to folks who might just be browsing, as well as those who have specifically gone to the Studebaker web page to get the latest news.

One of the clubs represented online is the Central Florida Chapter in Tampa Bay. Of course, they are gearing up for this year's state meet. Others include the Blackhawk Chapter in Northern Illinois, the Roughrider Chapter in North Dakota, the Grand Canyon Chapter, East Carolina Chapter and even an Ontario Chapter in the home province where that final Stude rolled off the assembly line in 1966.

Speaking of the news, Studebaker guru Leigh Morris supplies lots of info for the Stude web page including a stand-alone page named, "Madison 2000." It's sort of a countdown to the 36<sup>th</sup> Studebaker International meet which, in the year 2000 will be held in Madison, Wisconsin. He is huckstering a 12"x9" 2000 calendar, featuring 13 photographs and lots of data about Wisconsin, Madison 2000, Studebaker art, as well as lots of historical facts, etc.

A few of us in the Orlando Area Chapter are on line, namely Paul White ([ASTUDE@AOL.COM](mailto:ASTUDE@AOL.COM)) and former club members George Morrill and Chris Altmeyer, who now live in other states. I can be reached at [STUDEGUY@AOL.COM](mailto:STUDEGUY@AOL.COM). Several others of you have computers and access to the Internet, but I don't have many of your online addresses. I would like to start a local list to supplement the national one which Leigh Morris tends.



# Madison 2000 Registration Form

June 18-24, 2000  
Marriott Madison West



Last Name \_\_\_\_\_ First Name \_\_\_\_\_  
Spouse/Guest (Full Name) \_\_\_\_\_  
Other Family Members \_\_\_\_\_  
Mailing Address \_\_\_\_\_  
City/State or Province/Zip \_\_\_\_\_  
Country (if other than U.S.) \_\_\_\_\_  
Home Phone \_\_\_\_\_ E-Mail \_\_\_\_\_  
SDC Member # \_\_\_\_\_ Chapter Name \_\_\_\_\_  
Avanti Owners Association International: Yes \_\_\_ No \_\_\_  
Antique Studebaker Club: Yes \_\_\_ No \_\_\_

**General Registration** (Yourself & Immediate Family) \$30 \$ \_\_\_\_\_  
(Registration fee includes mandatory \$5 SDC surcharge)  
**Late Fee (After May 10, 2000)** \$10 \$ \_\_\_\_\_

**Concours Registration**  
Make/Model/Year  
Car #1 \_\_\_\_\_ \$15 \$ \_\_\_\_\_  
Stock \_\_\_ Modified \_\_\_  
Car #2 \_\_\_\_\_ \$15 \$ \_\_\_\_\_  
Stock \_\_\_ Modified \_\_\_  
Car #3 \_\_\_\_\_ \$15 \$ \_\_\_\_\_  
Stock \_\_\_ Modified \_\_\_

**Display Only**  
Car #1 \_\_\_\_\_ \$5 \$ \_\_\_\_\_  
Car #2 \_\_\_\_\_ \$5 \$ \_\_\_\_\_

(Use additional paper for additional vehicles)

**Note:** There will not be a separate car corral. Vehicles offered for sale will be parked with all other vehicles. All running vehicles must carry liability insurance. Evidence of insurance must be available upon request.

Pocket Watch Judging No. of Watches \_\_\_ @ \$10 \$ \_\_\_\_\_  
Model Car Judging No. of Models \_\_\_ @ \$10 \$ \_\_\_\_\_  
Literature & Memorabilia Swap No. of Tables \_\_\_ @ \$10 \$ \_\_\_\_\_

Studebaker Marketplace - Vendors, check here if you want indoor or outdoor

vending space and a registration form \_\_\_ or call (920) 326-5459.

Welcome to Madison 2000 Reception (Monday) \_\_\_ @ \$10 \$ \_\_\_\_\_  
The Event Formerly Known as Fun Nite (Wednesday) \_\_\_ @ \$15 \$ \_\_\_\_\_  
Food Extravaganza - **All You Care To Eat** - and Awards (Friday)  
Adults \_\_\_ @ \$24 Children (12 & under) \_\_\_ @ \$15 \$ \_\_\_\_\_

### Tours

Auto Museum & Columbus Antiques - *Monday* \_\_\_ @ \$34 \$ \_\_\_\_\_  
Madison City Tour - *Monday*  
Adults \_\_\_ @ \$18 Children (3-12) \_\_\_ @ \$15 \$ \_\_\_\_\_  
Railway Museum & Winery Tour - *Tuesday*  
Adults \_\_\_ @ \$35 Children (3-12) \_\_\_ @ \$30 \$ \_\_\_\_\_  
House on the Rock - Wow! - *Tuesday*  
Adults \_\_\_ @ \$37 Children (4-12) \_\_\_ @ \$28 \$ \_\_\_\_\_  
Henry Vilas Zoo - *Tuesday* \$10 for Entire Family \$ \_\_\_\_\_  
Tommy Bartlett's Thrill Show - *Tuesday* \_\_\_ @ \$32 \$ \_\_\_\_\_  
Janesville GM & Beckman Mill - Includes Lunch - *Wednesday*  
Adults \_\_\_ @ \$25 Children (3-12) \_\_\_ @ \$15 \$ \_\_\_\_\_  
Circus World - *Wednesday*  
Adults \_\_\_ @ \$38 Children (3-11) \_\_\_ @ \$33 \$ \_\_\_\_\_  
Madison City Tour - *Thursday*  
Adults \_\_\_ @ \$18 Children (3-12) \_\_\_ @ \$15 \$ \_\_\_\_\_  
Ho-Chunk Casino - *Thursday* - 21 & Older only \_\_\_ @ \$9 \$ \_\_\_\_\_  
EAA Air Adventure Museum & Prime Outlet Mall - *Friday*  
Adults \_\_\_ @ \$38 Children (17 & Under) \_\_\_ @ \$34 \$ \_\_\_\_\_  
Ho-Chunk Casino - *Friday* - 21 & older only \_\_\_ @ \$9 \$ \_\_\_\_\_  
**TOTAL \$ \_\_\_\_\_**

Please make check or money order payable to: "**Madison 2000**"

### Mail to:

**Diane Mackler-Riemer**  
928 Ridgewood Way  
Madison WI 53713-1224

**Marriott Madison West reservations - call (608) 831-2000**

Visit our Website:

<http://studebaker.madison2000.org>





**Memphis, Tennessee April 14, 15 & 16, 2000**

### **SOUTH CENTRAL AND SOUTHEAST ZONE CHAPTERS**

**Subject: "SOUTHERN NATIONALS-2000"**

The West Tennessee Chapter of The Studebaker Drivers Club is hosting the second Southern Nationals meet in Memphis Tennessee April 14 - 16, 2000. We arranged to have the meet at **Elvis Presley's Graceland**. The Host hotel is **Heartbreak Hotel**, down at the end of *Lonely Street*.

The enclosed information is for you to share with your Club members. It includes registration forms so you can make plans now to participate in this *Memphis* event. This is our first major community event. Proceeds will go to St. Jude Children's Research Hospital.

We are asking for your help and support for this Southern Nationals-2000 event. St. Jude zone managers are available to speak at your club meetings. They are assisting us in the surrounding fourteen states. They will answer Club member's questions regarding the work of St. Jude Hospital in Memphis.

During event days, we need SDC Chapter Club's assistance. We want to make this a memorable Southern Nationals event for all beginning with;

- **Friday 7:00 PM** - SDC Two Zone business meeting at Heartbreak Hotel.
- **Friday and Saturday** - SDC members help with parking. Graceland Security and Memphis Police Department will assist but we have to staff for parking of cars on the property for car judging, etc.
- **Saturday 11:00 AM to 2:00 PM** - SDC members assist with judging cars. Rene' Harger is the Head Judge for the 400 point judging system. **Training Friday 5:00 PM.**

We ask you to include our meet and registration information in your Newsletters through March. We will send individual mailings and use SDC and Hemmings Motor News Web sites to reach out to others. We have T-shirts available. A separate memo is included in this packet with shirt sizes and prices.

Sincerely,

**Milan L. Johnson - Chairman**  
**Southern Nationals-2000**  
**901-309-0283**

## Parts for Sale

- '289 Engine Block, Rebored, \$50
- 62-66 Speedometer \$5
- 49-50 Vacuum Wiper Motor \$15
- 52 - V-8 Trunk Emblem \$5
- V-8 Rear Main Seal \$20
- 50 Pickup Horn Button, Nice \$15
- 60-62 Champ Parking Lite Lens, NOS \$20
- 57 Hawk turn signal lever & shift lever knob \$5
- 60-64 Champ pickup OD Trans rear seal \$5
- 52 Parking lens, NOS \$10
- Rear axle nuts \$2.50
- 52 V-8 Head gaskets (2) \$10
- 52 Gas Door Guard, stainless \$5
- 55-64 Wiper arms, pair \$5
- 56-64 Horn, low \$4
- 52 Domelite lens w/ frame \$3
- 57-64 Door seals, rubber, wrap around ws, New \$14/pr
- V-8 Air filters \$3
- Stude wheels 15in. \$5 each
- Cylinder head, NOS, Champion \$20
- C-K Front Crossmember, NOS \$20
- Lark Horn Ring w/ button, Nice \$15
- 62 Champ, 6 cyl. fuel pump, New \$17.50
- 60-64 V-8 Rockercover Gaskets (2) New \$5
- 62-63 Guages \$3 each
- 62-63 Bumper Guard, Nice \$5
- 63-66 Lark Headlite Switch, white toggle \$3
- Car cover, cloth \$10

Call: Paul White

32404 Okaloosa Trail  
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For Sale

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4 door sedan, automatic transmission, power steering, solid state radio.

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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  
DEAN GESSNER - EDITOR  
P. O. BOX 428  
YALAHUA, FLORIDA 32797

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STUDEBAKER, THE CURE FOR THE COMMON CAR

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## MINUTES OF MEETING JAN. 2000

Minutes of the Decber meeting were read and approved.

Treasurer reported a balance of \$872.46

Dean thanked the contributors of the last newsletter.

There was a short discussion of the Christmas party. No problems except for the room size were brought up. Anita reported that the olives were good. No decision was made as to the location for the yeae 2000 party.

Dean reported on the survey taken at the xmas party. Seven votes for Sat. meeting night resulted in no change of the meeting night. Eleven votes for not changing breakfast location decided that essue.

Eleven votes for possibly rotating the location answered that question. Suggestions were Golden Corral, Dennys, Quincys, and Perkins. Twelve votes indicated they would attend if closer to them. Nine votes expressed interest in holding the monthly meeting at the breakfast instead of separately on Saturday night as has been the custom. On the question as to whether we should have Studebakers at the upcoming Yard Sale people voted to do so. An amazing 20 voters indicated that they would be willing to contribute to this fundraiser for the chapter. Seventeen announced that they would be willing to help with the sale. On the question of holding a car show with another club fifteen people indicated an interest. This proposal was tabled till another meeting. Also seventeen votes were cast for a spring picnic. Fifteen said that having it on the east coast would be OK. As a result of the survey plus some discussion it was agreed that the meeting night would be unchanged. Don Dodgen suggested that we might consider having an evening meeting with dinner. Frank suggested we try it once in July.

Don will check out Angles at I4 and Colonial in Orlando.  
There was a big discussion of breakfast. As usual, nothing was decided and it was tabled, for the present at least.  
Re; Yard Ssle. Frank suggested March 18. Volunteers should be at the site at 7:30a.m.. Mdse. must be priced before that time.  
Marion is the coffee lady. Don is the donut man. Anita will do a flyer in time for the Feb, meeting. Dean has large signs. Paul will check with Don Bales re. an advance sign. Becky will check with Channel 2 regarding some type of announcement. Something was said about a Community Calendar. Tables and saw horses will be needed. A checkout system needs to be devised also.  
Bill Coffield turned over chapter records to new treasurer Jerry Ray.  
Marion suggested we invite the Treasure Coast group be invited to the Spring picnic. Jim Morgan will handle the location and reservation. The date is set for April 9 at 1p.m.. Details at next meeting and will be published in the March newsletter.  
Bring your own meat, table service, and drinks. The club will provide fire. Our April meeting will be at this picnic.  
The Sec, will notify Don Bales of the garage sale date and that there will be no meeting in April at Sanford Motors.  
The goodie calendar was presented by Marion.  
The 50/50 was won again by Ann Morgan  
Meeting adjourned. Sec'y exhausted.

Paul White, Secy.

---

From your Activities Director Lou Scheffler

#### Cruises

Fri. night; Murrays wings and ribs in Casselberry  
1st Sat. Steak and Shake at Seminole Towne Center  
2nd; Sat. New Symma on canel street  
3rd. Sat; Sanford downtown restaurants and shops are open.  
Last Sat. Sanford Wal-Mart parking lot hwy 17-92

#### Car Shows

Daytona Spring show at speedway, March 25,26,27  
Deby Days. Sorrento March 25  
Fruitland Park, Thunder Road Cruisers Car Show Apr. 1st  
Easter Rod Run Orlando Apr. 21,22

Minutes of meeting Feb 12, 1999

Members present: Gessners, Rays, Ambrogios, Longs, Don Dodgen, Marty Burns, Golubs, Morgans, Gormicans

Guest: Jim Blanton from Eustis; New member David McNulty

Minutes were read and approved. Treasurer's report read and approved. Current balance is \$926.96.

Old Business:

Garage sale - Don Bales has offered space in his building if anyone has large items or wants to bring other items ahead of time.

Tables/plywood w/horses/ needed. If members have items to sell, they must stay and participate in the sale. Help will also be needed to take remaining items to Habitat.

Anita will check to see if permit is required. Marty will try to get an announcement on Ch. 65. Becky will check to see if Seminole county section of Sentinel accepts announcements.

Spring Picnic: Jim & Ann Morgan have reserved a pavilion at Pelican Beach Park in Satellite Beach. Jim will handle the grill/charcoal. (The Morgans have paid the deposit for the club) Date is Apr. 9. (See flyer) Time is 1:00 p.m. Members are to bring their own meat, utensils & drinks along with a dish to pass. Dean will put the flyers in the next newsletter. The Whites (in absentia) volunteered to contact the Treasure Coast to invite them to join us and to take calls for a head count. Jim asked that he be informed of the number coming so he can get enough table covers for everyone.

No one had come up with a second location for breakfast.

Don Dodgen has not been able to check on Angels for our July dinner/meeting.

New Business:

Dean will check with Mickey Prankas of Sunshine Chapter to see if he has arranged an area for Studebakers at the upcoming Daytona Speedway Meet in March.

A cruise-in is now being held at Denny's on Kirkman Rd. every Friday.

April 28th. Meet at Central Fl. Fairgrounds

Big spring swap at Webster Feb 18-20 - Vendor tables only \$15.00

The 50/50 drawing total was \$16.00 and was won by Marty Burns.

Refreshments were provided by the Gormicans.

By Anita Ambrogio

From the President:

Back in January I went to a car show in Inverness, Florida. There I met a Mr. Jerry, Curtis who had his 1926 Studebaker Roadster at the show. We talked quite some time and I found him to be a knowledgeable person when it comes to old Studes. His car was the one that took Best of Show at last years Florida State Stude meet. He said it took him three years to restore the car.

I asked him a few questions about where to get some parts for my 1922. He responded with a letter within a week. I thought I would share the letter and information with all of our members.

Dear Dean,

It was a pleasure meeting and talking with you today, and trust your trip home was uneventful.

Listed below are fellows I've dealt with during the past recent years in obtaining parts for my 1926 Studebaker, hope they can give you some help also.

IGNITION PARTS:

Vince's Old Car Parts  
7420 Carnegie  
Cleveland, OH 44103  
216-881-0044

Keith Blankenship  
Special Interest Autos  
602 A. St., N. E.  
Ardmore, OK 73401

FLEXIBLE DISCS:

Harry D. George  
503 Green Pond Road  
Fountain Inn, S. C. 29644  
803-862-7589

I hope the above will do you some good, let me know if there is anything I might be able to help you with. Good luck on your project.

Studbakerly yours,  
Jerry L. Curtis

## MEMBERSHIP REPORT

By FRANK AMBROGIO



I'd like to welcome new member, David McNulty of Winter Park to our chapter. David is looking for an Avanti II

At the January meeting, I was sitting next to a long time OAC member couple. I remembered that I had not received a renewal from them, so I asked them about it.

They both thought they had renewed, but since they had put a new check register in there check book, they said they would have to see about it when they got home.

On Monday they informed me, via Email, that they had the canceled check dated 10-9-99. They noted that it was the same date as our October meeting, and that they turned in the check at that meeting.

I updated my records with the information and apologized for making the error. I try to be very careful about renewals, even though so many members do not follow the recommended procedure of filling out a new form, using a check, and making sure they hand everything to me, personally.

After some reflection, I realized that I was not at the October meeting. What most likely happened is that they gave there check to someone else and did not have a renewal form. The check eventually ended up with treasurer Bill Coffield and was deposited in the club account. All without any notice given to me.

I'm not faulting anyone. Our system is less than perfect. However, for your sake, I'd suggest that if you are going to renew your dues, use a little common sense.

Don't give your check, and most especially, don't give your cash to anyone but me, unless you also have a renewal form. Even then you are taking a chance.

This is not the first time this has happened. Although it reflects badly on me, it is a worse reflection on our chapter. However, you, the member are the one to blame. It only takes an extra minute to put your check in an envelope and mail it directly to me. If that is too much work, then you simply take your chances.

### ON ANOTHER MATTER

The last issue of *Greasy Prints* was quite interesting in that there were so many contributors. Bob Oakes, Paul White, Bill Coffield, and Dean Gessner all submitted something. Where were all you guys when I was the editor?

I'm just kidding, and certainly not complaining. I think it is great that some of our members realize that the editor, no matter who he/she is, needs help. This is not a one man show, and everyone in our chapter should contribute.

We are fortunate that our president has accepted the challenge of also doing the newsletter. I performed these two functions for many years, all while I was also handling the membership director's duties, and it is not the best situation.

All of us, you and me, are going to have to make an effort to give Dean a little help. Otherwise, we may be looking for a new president as well as an editor. As a bonus, the more you contribute,

the less you will have to read of what I write.

#### AND FINALLY

These next items fall more under the Activities Director's job, than the membership director. In addition to our spring picnic, I just wanted to let everyone know that the rummage sale is set for Saturday, March 18 at Sanford Motors. If you have things you would like to get rid of, bring them EARLY (about 7:00 am), with prices indicated.

Also, be aware, that we **expect** you to stick around and help out. Don't bring your items and leave them for the rest of us to sell. This is a club fund raiser, and each of us needs to pitch in.

We will also need help to bring any unsold items to *Habitat for Humanity in Seminole County*. We decided to donate all the unsold items to Habitat, and we will need to get them off the Sanford Motors property, and out of Don Bale's way.

We want to attract attention to the sale, and we hope to do that by parking our Studebakers near the entrance. Hopefully, the curious will stop by and take notice of our sale.

This is a great opportunity to take your Studebaker for a ride, get rid of your unwanted items, and have some fun with your fellow chapter members. All this while helping raise some much needed cash for our treasury.

Use a little discretion in regards to the items you bring to the sale. Gadgets that don't work, especially electronic items, will probably not sell, and we can't take them to Habitat either. Habitat only accepts items in good condition that can be sold without any repair. You will have to take

any unsold, broken items back home with you.

The second item of interest is some upcoming car show events. On March 19th, the day after the rummage sale, The Florida Packard club will be having their Spring meet in Fruitland Park. Though the show is rather small, about 40 Packards, the quality more than makes up for the lack of numbers.

Anita and I have attended this show twice in the last three years, and it is something that should not be missed. I've heard stories as to how Packard people look down their noses at Studebaker owners, but I've NEVER seen evidence of that. Every person we've ever spoken to at this show has treated us with extreme kindness.

Although you can't put your Studebaker in the show (I could, because the 1956 Golden Hawk is Packard Powered), Dean has made arrangements for us to park in a special area near the show field. This is a great chance to have some fun together, show our support for our Packard friends, and see some stunning examples of Detroit's finest craftsmen.

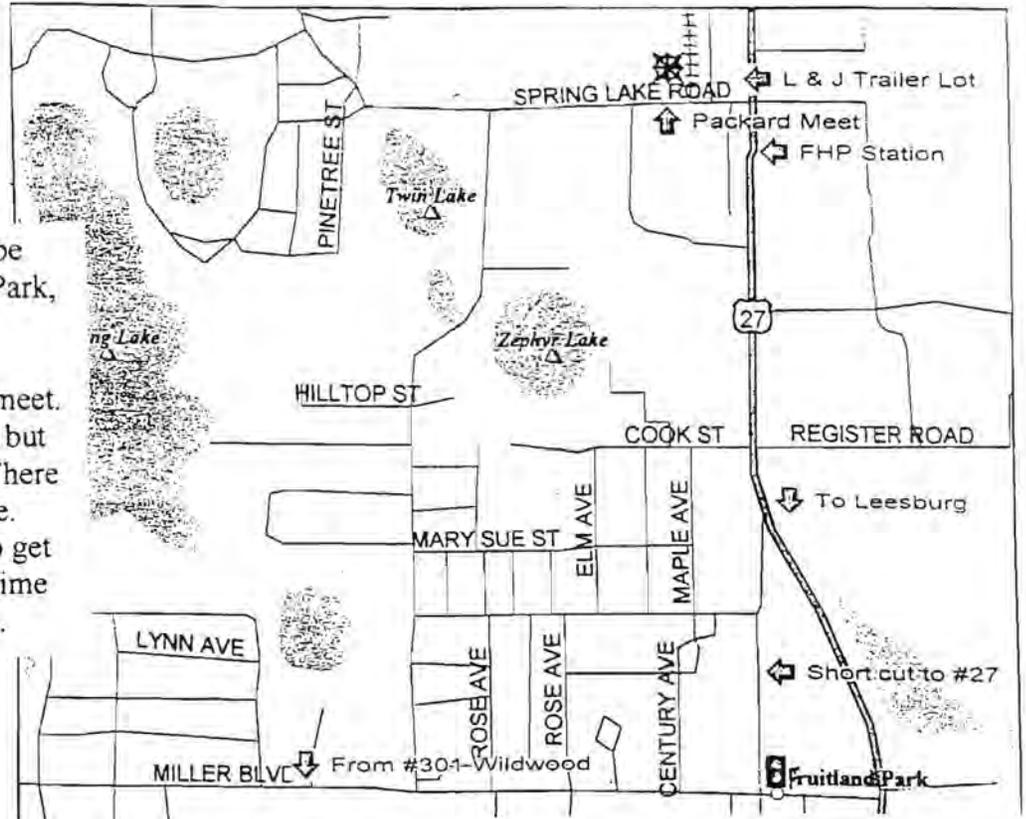
I guarantee that you won't be disappointed. If you are not satisfied, I will personally refund the admission charge (nothing).



### Spring Packard Meet

This year's Spring Packard meet will be held at Joe Ezell's home in Fruitland Park, FL (352-728-2848).

A few of us are planning to go to the meet. We can't enter our Studes in the meet but there will be special parking for us. There will be food and drinks available there. Included in this newsletter is a map to get there. Hope to see you there. Show time and date are March 19<sup>th</sup>, 9am to 3pm.



## SDC SPRING PICNIC SUN. APR 9

Jim Morgan and his wife have volunteered to organize an (hopefully) Annual Spring Picnic on the East Coast. He reported at the last meeting that everything has been set up. He graciously paid for the reservations at the park. So the least we can do as members is to show up in good numbers. As stated in the minutes you need to bring tableware, meat you want for yourself, drinks, and a covered dish to pass. So lets show up in good numbers so the picnic will become an annual event.

Included in the newsletter is a map to the park. See you there and bring your Studebaker. The date of the picnic is April 9<sup>th</sup> at 1pm.



\*A couple of people asked for this recipe at the last annual picnic.

### Greek Salad

Serves 4

#### Ingredients:

- 3 medium tomatoes, chopped
  - Juice from 1/2 lemon
- 1 medium cucumber, chopped
  - Freshly ground black pepper
- 8 ounces feta cheese crumbled
  - A pinch of dried oregano
- 1/2 medium red onion, chopped
- Couple sprigs of fresh basil
- 3 tablespoons extra-virgin olive oil

#### Directions:

Combine the tomatoes, cucumbers, feta cheese, and red onion in a medium bowl. Mix, then drizzle with the olive oil and lemon juice. Grind the black pepper over the top of the salad, sprinkle with a touch of oregano, and garnish with basil sprigs. Adjust seasoning to taste.

#### Notes:

I didn't put as much olive oil as they say to, you just have to find out what you like. Also, I didn't put the black pepper, oregano or basil in it. I put the feta cheese in last and I put it on top because the first time I made the salad and followed the directions, the cheese got all gooey and made the salad look gross, even though it still tasted REALLY good. Thank you for asking for this recipe - it made my day. I got it from Suzanne Sommers book Eat Great, Lose Weight

### NOTICE

Just to let you know if your 2000 ORLANDO DUES are not paid up, this will be your last newsletter.

From your editor  
Dean Gessner

To whom it may concern:

At our special November meeting, we made a change in our Chapter officers. Bill Coffield stepped down as Treasurer of the Orlando Area Chapter and Jerry Ray assumed his position.

The transition took place on January 1, 2000. Following is a list of officers:

- Dean Gessner - President
- Jim Morgan - Vice President
- Jerry Ray - Treasurer
- Paul White - Secretary
- Lou Scheffler - Activities Director
- Frank Ambrogio - Membership Director



# 2000 ORLANDO AREA CHAPTER - SCHEDULE

January

S	M	T	W	T	F	S
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9	10	11	12	13	14	15
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30	31					

January

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8 7:00pm OAC MEETING  
30 8:00am OAC BREAKFAST

July

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February

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

March

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March

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11 7:00pm OAC MEETING  
24 Speedway Spec  
25 Speedway Spec  
26 Speedway Spec  
8:00am OAC BREAKFAST

April

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April

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8 7:00pm OAC MEETING  
8:00pm ELECTIONS  
30 8:00am OAC BREAKFAST

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May

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13 7:00pm OAC MEETING  
28 8:00am OAC BREAKFAST

June

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June

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18 SDC INTERNATIONAL MEET  
19 SDC INTERNATIONAL MEET  
20 SDC INTERNATIONAL MEET  
21 SDC INTERNATIONAL MEET  
22 SDC INTERNATIONAL MEET  
23 SDC INTERNATIONAL MEET  
24 SDC INTERNATIONAL MEET  
25 8:00am OAC BREAKFAST

July

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July

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30 8:00am OAC BREAKFAST

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August

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27 8:00am OAC BREAKFAST

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September

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9 7:00pm OAC MEETING  
24 8:00am OAC BREAKFAST

October

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October

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

November

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November

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5 OAC ANNUAL PICNIC (TENTATIVE)  
11 7:00pm OAC MEETING  
23 Speedway Spec  
24 Speedway Spec  
25 Speedway Spec  
26 8:00am OAC BREAKFAST

December

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December

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3 OAC CHRISTMAS DINNER  
9 7:00pm OAC MEETING  
31 8:00am OAC BREAKFAST

January

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January

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8 7:00pm OAC MEETING  
30 8:00am OAC BREAKFAST

August

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September

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November

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December

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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.

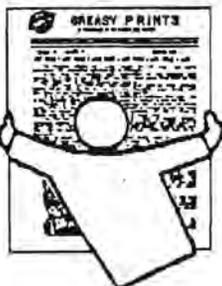
Ownership of a vehicle is not a requirement for membership. Many members are either looking for some special model or are simply interested in the colorful history of the Studebaker Corporation which spanned 114 years (1852-1966).

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  
DEAN GESSNER - EDITOR  
P. O. BOX 428  
YALAHUA, FLORIDA 32797

place  
stamp  
here

TO:



**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

VOLUME 17	NUMBER 4	May-June	2000
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DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

Minutes of the April 9, 2000 meeting of the Orlando Chapter, SDC

The meeting was held at Pelican Beach Park, Sattelite Beach, Fl.

The following members and guests were present: Ambrogios, Rays, Whites, Golubs, Oakes, both Gessner families, Martin Burns, Morgans, Sanchez De Fuentes, Roger Kimballs, and one Monty Page and wife. Monty drove his 49 one ton pickup which we do not often see in Florida.

The minutes of the previous month's meeting were read and approved.  
The treasurer's report was given by new Treasurer, Jerry Ray. Balanced improved as a result of the chapter yard sale to \$1481.68. Report accepted and approved.

Old Business: Short mention of yard sale and a special thanks to Becky Ray for the Texas barbeque lunch. Another great volunteer!

Frank Ambrogio reported that the National Club is waiting to get 50% of the chapters to join up for the Officers liability insurance. They will let us know when they have the required 50%.

New Business: L. Golub recommended Hagerty Insurance. Paul White suggested members read the fine print of any insurance offering. Bob Oakes dis-recommended J. C. Taylor. Paul White reported a positive experience with that co. L. Golub has found a source for brake light switches compatible with silicone brake fluid. Either Wireworks Co. or Harley Davidson.

Thanks expressed to the Morgans for the picnic arrangements and for their financial contribution.

President, Dean Gessner appealed to members to contribute to the chapter newsletter. He also announced the following area events coming up: The 8th annual Orphan car show on May 7 in Decatur Ga. , June 24 at Old Town. (192 is tom up badly so allow some extra time), Cruise in on the first Sat. at Wal-Mart in Orange City from 6 to 9 p.m, another on the 3rd Sat at I0165 University Blvd, Orlando, Fathers Day rod run on June 16-17 in Winter Haven. Only cars older than 1949 are acceptable.

Dean also reminded that he has raffle tickets available for the S. Ariz chapter on the GT hawk. Roger Kimballl thanked us for the invitation to today's picnic. Meeting adjourned at 3:15 p.m. The 50/50 drawing was won again by Anita Ambrogio..IRS take note. This will probably be the only Umbrella draw for 2000!

Respectfully submitted by Paul White, Secy.



*Studebaker*



Minutes of the March 11, 2000 meeting of the Orlando Chapter of SDC

Dean Gessner called the meeting to order at about 7:15 p.m.

Members present were Gessners, Whites, Ambrogios, Martin Burns, Rays, Don Dodgen, Bob Oakes, and the Morgans.

We were privileged to have as guests Richard and Joanna Miller of Kokomo, Indiana, and Tavares, Florida. The Millers own a 1955 Speedster which is currently in Indiana but which we hope to see in Florida next season.

Minutes of the Feb. 12, 2000 meeting were read and approved.

The treasurer's report of \$936.96 with one check outstanding was read and approved.

Dean reported that he had tried to reach the Sunshine Chapter but did not succeed. Paul stated that he had seen the dates for the 2000 State Meet and believed them to be Oct. 20-22. This info needs to be verified.

Old Business: All members present plan to attend the Spring Picnic on April 9 at Pelican "Beach Park in Satellite Beach, Fl. Paul White is to contact the Treasure Coast Chapter and invite their members and guests.

The Spring Packard meet will be held in Fruitland Park on Mar.19. Frank Ambrogio highly recommends this event even tho we cannot enter our Studebakers.

Our first ever fund raiser garage sale will be held Mar. 18 at Sanford Motors.

Marty contacted Ch 65 for publicity. No deal. Becky Ray will place a paid ad in the Sanford paper. Workers are to be at the site between 7 and 7:30 a.m. Marion White will do the coffee. Don Dodgen will do the donuts. Becky Ray has graciously offered to do the Texas Barbecue at lunchtime. Bless you workers!

Nothing was decided regarding the July night dinner meeting.

New Business: Frank Ambrogio read us some correspondence regarding insurance for the chapter officers which is being recommended by the National SDC. Cost is \$100 per year. One half of the SDC chapters must sign on for the program to begin. It was moved by Anita and seconded by D. Dodgen to sign on.

Don Dodgen reported that previous member Lamont Churchill has brain cancer. His address is: 1701 E. Chestnut Oak Ct., Orlando, Fl. 32802. Current Secretary will send a card in behalf of OAC. He will also donate the postage!

Someone announced that there is a new Cruise In at the new Town Square in Leesburg on the first Friday of each month.

The 50/50 was won again by

Meeting was adjourned on time by Dean. The wonderful refreshments were by Anita & Frank.

They were enjoyed by the entire group and further enjoyed by the Sec'y the next day.

Respectfully submitted,

Paul D. White, Secy.

## MEMBERSHIP REPORT

By FRANK AMBROGIO



There are no new members to report on for this issue. Our current membership total stands at 45 families, which translates to 78 people.

Some of the OAC members have been busy over the last few months. We had quite a few show up for the rummage sale in March. This proved to be the best chapter fund raiser in our history as treasurer, Jerry Ray reported that \$550.00 was stuffed into his mattress and later deposited into the club coffer.

If you can be counted among the members who did not take part in this chapter activity, you should thank those who did. Without the dedication and hard work of these members, our chapter would have ceased to exist long ago.

From a personal standpoint, I think that anyone who chose to skip this important event, simply doesn't understand the chapter, or club, concept. We are a volunteer organization, with a rather loose set of rules.

Everything, and I mean everything, that we do is the direct result of someone taking the initiative. Once that initiative is put into motion, it still takes a concerted effort by several others to make something good happen.

We raised \$550.00 through the participation 19 people. There are 78 people in our chapter. As the saying goes, you do the math. Thanks to Jerry Ray for suggesting the activity, and thanks to those members who participated. And, a special thanks to Don Bales for allowing us to use his dealership.

Another chapter function, which turned out very well was the

spring picnic in Satellite beach. This event also attracted 19 people from the OAC, and 3 from the *Treasure Coast Chapter*.

The weather was unseasonable cool for mid April, but it proved to be a great day. Many of us opted to sit near a large section of foliage, in the sun. The protection the greenery offered, and the warm rays from the sun, provide a near perfect setting.

Jim and Ann Morgan made all the arrangements and what a great job they did. There were about 8 Studebakers in the parking lot giving travellers along A1A a chance to see something a little different.

For the Ambrogios, the trip covered about 90 miles, one way. For the Oakes' and Gessners', the trip was even longer, about 120 miles. For a change, the Morgans had the short trip, as the park is practically in their back yard.

It turned out to be a relatively easy drive in the Studebaker. The traffic was not too heavy and the weather was ideal for driving a car without A/C. There is talk of making this an annual affair. If so, I hope more people will decide to take part.

This is the time of year when a few of our members head for the North. With the dwindling number of members, and the excessive heat of the summer, we no longer have meetings in June, July, or August.

Thus, our last meeting for this season will be on May 13th (as always, the second Saturday of the month). I hope you will be able to drop in and introduce yourself. Who knows, you might even get to like us.

## Spectacular Garage Sale March 18th

A giant thank you to Don Bales for the use of his property; perfect spot!! The total profit was just shy of \$550! The weather as forecast was to be a bit iffy, but the weather was perfect; perhaps because we were prepared with plastic covers and tarps for the possibility of showers. The donations were so varied; you name it and we had it. The left-over useable items went to the Sanford Habitat for Humanity Resale Shop. Members started bringing items for the sale a week to ten days prior to the sale storing them on the showroom floor of Sanford Motors with Don Bales selling \$40 worth of items prior to the sale date! (all the less for us to move outdoors the day of the sale. Terrific Don!!)

The faithful members assisting the day of the sale: Frank & Anita Ambrogio, Marty Burns, Bill & Esther Coffield, Don Dogen (the donuts were wonderful), Dean & Jean Gessner, John & Joann Gormican, Leta Long, Jim & Ann Morgan (all the way from Merritt Island), Bob & Delores Oakes, Jerry & Becky Ray (the barbeque roast beef sandwiches were so delicious, along with all the fixin's, soft drinks and chips), and Paul & Marion White. Jerry & Cindi Shelton along with daughter, Katie, stopped by for a good bit of chatting (many of us had not seen them in a good while).

**A BIG BIG THANK YOU TO ALL THOSE ASSISTING IN THE SALE;** Marty took snapshots of the event for our photo history album.

## 2000 State Meet

The dates for 2000 State Meet are Friday, October 20<sup>th</sup> until Saturday, October 22<sup>nd</sup>. The day of the show is Saturday. The Boca Teeca Inn is the host inn and the room rates will be \$49.00 per night. Please mention "Studebaker State Meet" for the special hotel rate. There are only 46 rooms available, so please reserve your room early (We will have an "overflow" hotel for those that do get in late). The Boca Teeca Inn requires a check for the reservations, but will take your credit card for the stay. We will be providing transportation to malls and other sites. The Boca Teeca Inn is about ½ mile East of I-95 and Glades Road (561) 994-0400. We will of course be sending out flyers later with a full map. We will do our best to see to it that we all have a good time. We will have a show on Friday night for those that come early. We worked very hard to find a nice place for the meet and keep the cost down. I hope with the lower rate that more can come in Friday night and make a Studebaker weekend out of it and not just a lot of driving in one or two days.

For those going North, send me your email addresses and I will send state meet information out as it becomes available. My email address is [Stdbkr1955@aol.com](mailto:Stdbkr1955@aol.com)

Thanks,  
Mickey Prankas  
871 NE 122st  
N. Miami, FL 33161  
(305) 893-6337

Boca Teeca Inn  
5800 NW 2<sup>nd</sup> Avenue  
Boca Raton, FL 33487  
1-800-344-6995

## A STUDEBAKER STORY By. Marty Burns

For a good many years, during the '50s, we had an early '50s Plymouth (Which my mother had rolled in deep snow one day and had not even dented!) that my male parent traded for a brand new '57 Plymouth in late '56. It had a V-8 and automatic. He needed a more dependable car for the new business he was beginning. He had learned Artificial Insemination of cattle and his area would be over three counties of farms in Western New York. It wasn't over a couple of months old before the transmission quit. The Chrysler/Plymoth dealer said they "Fixed" it and it broke again. It was fixed again and broke again. They accused us of abusing it and my mom accused them of being "Shysters". I remember her arguing and writing letters to "Chrysler Corp." I think they put in a new transmission. It only lasted a little while. By then, it took to exploding torsion bars. I can vaguely remember hearing a "Bang" in the driveway one day and all of us going out to see what happened. The car was sitting lopsided in the front. It wasn't a blow-out. Another torsion bar had exploded. It seems that company policy at that time was to only do the trans. replacements under warranty for "Good customers", fleets or customers who became a pain in the butt and seemed likely to sue. So much for "Customer Service". I don't know what happened to the Plymouth. But, we ended up with a '57 Studebaker with a flathead six and standard. It was black and white. Now THAT was a car I liked! I think the Stude was obtained from an aunt or uncle who bought it and couldn't keep up the payments. I suspect, under threat of lawsuit, the dealer bought back the Plymouth. I'm sure they'd have done it to get my mother off their back. More than once, I heard her threaten to paint a huge lemon on a car and park it across from a dealership to get something done about a problem. I'll bet the dealer was thrilled to find out we were now driving a Studebaker.

That winter, ('57-'58) we must have had a few extra doozies of snow storms. There was one in particular. I can recall my mother worrying about my dad being later than usual and not calling home. She was always harping about calling if he was going to be late. He would get to B.S.ing with some of those farmers and forget the time. With his being later than usual

and there being a near white-out, I guess her imagination was working overtime. I think it must have been after 10 PM when he finally came bursting through the kitchen door with a blast of snow and freezing wind, covered in matted snow, with even his ears holding drifts. I think he probably had a bit of frostbite. After he got the snow off, the wet outside clothes off and warmed up enough to be coherent, he told us he'd driven off the road in the blowing snow. It blinded him and he hit a deep drift, stalling the car. The '57 black and white Studebaker. That it was nearly a mile away on the hill. The next morning my dad and I walked back up the hill with a couple of shovels and a broom. We walked nearly to my buddy Bill's house on top of the hill. Couldn't find it. My dad cursed and said the snowplow must have hit it and pushed it off the road. As it turned out, the plows never got close. He said he'd been somewhere near a big dead tree on his left. That was just before he hit the drift. So, we began walking on top of the drifts along side of the road in that area, carefully pushing broomstick and shovel handles down into the snow. One of us finally hit something and we carefully dug down. Found the trunk lid. About 15' off the road. I guess his distance perception was fooled by the blowing and swirling snow. It took most of the day to dig it out and clear a path behind it to the road. It still took one of the local farmer's tractors and a long chain to get it out. The snow had packed under there and raised the whole car off the road. Or ACTUALLY off the ground, since the car was so far off the pavement. There is a photo, somewhere, of me standing on the drift with at least 4' of snow under me and, under the snow, the partially unburied Studebaker.

Sometime toward the end of our stay at the Brown's Mill area, the Studebaker stopped running. From the daily trips all over three counties, in a year, it had amassed something over 70,000 miles. Much of that time, it got only intermittent servicing. I remember someone saying it blew a head gasket because it got too hot. (My dad ran it out of water when a heater hose broke.) My dad said it was too expensive to send to a dealer. He'd fix it himself. It was a simple job. Even then, I knew he wasn't the world's best mechanic. My mother was the

one who had to help me fix my bike and other toys that broke.

Of course, I was too smart to say so (Out loud, anyway.) around him. The car was pushed around back and the hood was propped up. Small odds and ends were removed and piled around the back porch and on the ground around the car. I hung around. Because, NOTHING mechanical went on without MY seeing how things looked. I saw what I now know to be a 169 CID flathead six nestled between the fenders. The air cleaner, the spark plug wires and a hose or two got removed before my dad dug a really long wrench and socket from the box of tools he'd borrowed from a nearby farmer. I watched as he pulled and reefed on the handle. Also, cussed and sweated. Boldness overcoming reason, I suggested that maybe the bolts went the other way. That elicited a, "Shut the h--- UP! And get out of here! What the @#\*& would YOU know about it?!" He broke off three of the head-bolts before he tried the other direction. At least that is the assumption I made. Because, he didn't break off any more. I made it a point to watch for a while from a, somewhat, more distant vantage point and it sure looked like he switched directions after the third one. Somehow, I managed to NOT come up with an "I told you so!" Not such a dope after all! He never put the car back together. It was dragged to the Ford dealer and traded on a Falcon. The dealer probably fixed the 'Baker in an afternoon and made a bundle on the used car lot with it. I thought the little Falcon was cute. AND, it was NEW! But, it CERTAINLY was not as classy! Like the finned, black and white Studebaker. It just DIDN'T have the right looks!

The preceding was excerpted from an, as yet, unpublished, autobiographical novel that is now being re-read and partially rewritten. Maybe SOME day, I'll try to find a publisher!

MARTY

## 50th Birthday for 1950 Lil Red

I guess it is time that he gets a little recognition - even without the photo op. Lil Red was born in 1950 in South Bend, Indiana along with 50,322 others that year that spread out to the farms and villages across the U.S. Where he was shipped to from the factory I have not been able to determine.

Red & I were married on September 14, 1974 in Indianapolis, Indiana where I found him sitting forlornly in the row of cars for sale. He was gorgeous in his coat of many colors even though he was not exactly what I had been looking for for a few years. Namely, an M Series pickup. But, his real beauty at that moment was enhanced by the new fenders, grille, and tailgate piled in his box. They would certainly replace nicely the dinged up ones he was wearing. The "story" was a familiar one. The owner, James Turner, and his son were going to restore the truck but after implanting a Chevy (heaven forbid) V-8 and trans they apparently lost interest. I have always been glad because I gained their interest plus my own - which of course at that point I was reluctant to reveal. After a lengthy (10 minute) period of questioning my sanity and telling myself "I didn't come here to buy anything" I gave Mr. Turner a \$50 deposit with a promise to pay the \$400 balance the next week when I would come back to Indianapolis to pick up Lil Red.

Little did I know what an adventure I had in store. A very good friend (even tho a Model A Ford freak) with a truck and a proven heavy foot and I left the next week for Indy. The 200 + miles with Red on a towbar was a record setting experience.

Not long after with all the new sheetmetal installed Red got a fresh coat of President Red and then began sporting about the Dexter, Michigan area where Studebakers were definitely a minority of 2. Our '55 Champion had arrived there two years earlier in 1972. The local car club experts were just beginning to notice that there had been something made other than Chevys, Mustangs, and Model A Fords. It did catch their attention when the spectators at parades and the few small car shows liked the Studes. Another local friend acquired the audacity to buy a very nice 56 Silver Hawk and so there were now 3 "oddballs" (owners and cars) in the area.

About a year after I retired in 1980 our '55 was driven to Florida by our son. In December, 1983 after I had bought a near new Avanti engine and had met Jeff Elliott and joined the OAC, Marion & I decided to go to Michigan and bring back Lil Red on a towbar behind our 66 Ford sedan. All went well until we arrived in Michigan where the temperature had plunged to 10 above zero. Any two sane persons would have left Red in the barn, sold the Ford, and flew home. Instead we hooked up the truck and headed south. In Ohio we encountered ice from a previous storm, and finally the Ford died in the driveway of an Amoco station in Tenn. Being the expertly trained technician (that I wasn't) I eyeballed the points, reset them by guess and bygosh and drove on to Sorrento! I will NEVER forget saying as we pulled into the drive here that I would not repeat that trip again for \$2,000!

Shortly after that I took the truck with the like new engine to a skeptical Jeff Elliott who finally agreed that it was such. We implanted it in Lil Red, gave him a Stude automatic trans and rear end plus a few other goodies.

Now he is finally getting his 50th birthday coat of fresh Durango Red paint. Dean graciously agreed to paint the truck if I would get it ready - which I tried. How exciting can it get at 75? Our youngest daughter will someday inherit Lil Red and unfortunately he will return to Michigan. We hope that is in the far distant future. In the meantime isn't it almost unbelievable that many of us are driving around Florida in 50 year old vehicles. Our '38 had it's 60th birthday two years ago and was on the roads of Seminole County just two days ago.

What can you tell us about your car's history?

*Paul D. White*

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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  
DEAN GESSNER - EDITOR  
P. O. BOX 428  
YALAHA, FLORIDA 34797

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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

VOLUME 17	NUMBER 5	1996, 1997 OLD CARS GOLDEN QUILL AWARD WINNER	Jul-Aug	2000
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DEADLINE FOR ALL NEWSLETTER ITEMS IS THE 25th (EVEN MONTHS)

## Madison 2000 Meet

I did make it to the Madison 2000 Meet in Madison, Wisconsin, this year. To get my custom 1952 Stude pick-up truck ready for the trip, I installed a 3 speed automatic transmission with overdrive so I'd have a good interstate cruising speed. It did make a big difference in lowering the R.P.M. of the engine and almost doubling the gas mileage. Jean and I left Thursday, June 15<sup>th</sup> and all went well until we got north of Nashville and into Indiana, then it seemed for every hour of driving we spent 15 to 20 minutes in stop and go road construction zones. The further north we went the rougher the road got. It takes a trip like this to remind you how nice the roads are in Florida.

We got into Wisconsin Friday afternoon then went Saturday, Sunday, and Monday visiting with family. It's been about six years since my last visit to Wisconsin and I've forgotten just how beautiful the rolling green hills and farms are in the summer, although I haven't forgotten what it's like to live and work outside in the winters. That's the main reason I moved to Florida to start with. We went to the Studebaker meet both Tuesday and Wednesday. The layout of the show was very nice with everything in walking distance. Studebaker vendors were inside and outside and nearby the restricted area for Stude Show Car Parking. We went to a meeting, Tuesday, for newsletter editors, which was hosted by Larry Swanson and was very informative. As reported at the last club meeting, Linda Fox will be stepping down as the editor for *Turning Wheels*.

I did meet the new editor, Art Unger, who seemed like a very nice young man and doesn't plan on any big changes. Why make any major changes in a publication that is so successful. I have his Internet address, so if you need it give me a call. Also as a footnote, Frank Ambrogio did follow through on setting OAC up with a web site with Hemmings Motor News. The address is [HTTP://Clubs.Hemmings.com/OAC](http://Clubs.Hemmings.com/OAC).

We then spent Thursday with some old friends and headed home on Friday. Because of the very rough roads, my truck suffered a broken tail pipe hanger and a broken main leaf spring on the rear axle. So can you imagine driving home some 1400 miles riding in a truck with the frame resting on the rear axle with no springs whatsoever? I think next time...I'll fly.

Your editor, Dean

## Attention: Special Meeting at Angels

We will be having a special club meeting and dinner at the Angel's Diner on I-4 and Hwy50 in Orlando on July 8<sup>th</sup> at 7pm. This was designed mostly as a summer get together for club members. Don't forget that's this Saturday night. Angel's, if you've never been to one, is a 50's style diner and the food is great.  
p. S. I'll bring my pictures from the Madison 2000 Stude Show.

Minutes of the May 13, 2000 meeting of the Orlando Area Chapter meeting.

Members present were: Whites, Ambrogios, Longs, Gessners, Gormicans, Morgans, and Don Dodgen.

Treasurer Jerry Ray was absent but his able assistant Frank Ambrogio reported for him that our treasury balance stands at \$1411.22

Minutes were read by Secretary Paul White, and unanimously approved.

Dean Gessner read the info in the current newsletter regarding the State Meet. Members should be advised that the room rate is favorable at \$49 but there is a limit of 46 rooms. A check is necessary to secure a reservation.

There was a short discussion of the recent east coast picnid. The Morgans were thanked, and our President hinted that this could become an annual affair.

Don Dodgen reported that he has made arrangements with Angels restaurant at I-4 and SR-50 for the chapter dinner meeting on July 8 at 7 p.m. They have an area big enough for 15-20 persons. Dean suggested that there might be a short meeting. Persons attending will order from the regular menu. Dean promised that the next newsletter around the end of June will promote this event. Hopefully, it will resemble a success.

Dean is going to make the arrangements with Golden Corral in Altamonte for the Christmas Dinner. Marion White reminded him to insist on us getting the big room. She hopes he will be able to "get it in writing".

Dean announced that the Activities Director opportunity is now available as the present Director does not wish to continue due to his disallusionment.

A short discussion of possible events took places. If anyone would like to sponsor an event of their choosing, please contact Dean.

Dean brought up the idea of increasing our annual dues to \$15 due to the fact that the cost of providing all members a copy exceeds our income from dues. That leaves nothing for any other need or event. After a short discussion during which Frank and Anita voiced their opposition the suggestion went no where. Paul White suggested we consider making it optional for members to voluntarily donate a few dollars to a Newsletter Fund. This will be considered in time for October renewals.

Someone suggested that perhaps we could have an auction at the Christmas Party to raise a few bucks for the Treasury. Dean will check with Golden Corral re: space and time.

Frank read a postcard from Ed Burris of the National Board, SDC regarding the upcoming resignation of Linda Fox, editor of Turning Wheels scheduled for October 1. He also read Linda's letter of explanation. It was strongly suggested that members all write Linda a note of appreciation for the great job she has done. Paul White suggested that this club will suffer if the quality of it's monthly publication diminishes. He also suggested that he will be in touch with John Begian, SDC president and will report back to OAC with whatever info he can get.

Meeting adjourned at 8:15 p.m. Goodies furnished by Dean Gessner & wife.  
A miracle occurred when Paul White won the 50/50 drawing. The second time in 75 years!

Respectfully submitted, Paul D. White, Secretary Forever

**PS, I LOVE YOU** by Frank Ambrogio  
*Power steering project finally put to rest.*

I purchased my second 1956 Golden Hawk on January 22, 1987 from Mason Maynard of Illinois. With 3sp/OD transmission, dual four barrel carburetor setup, dual point Mallory distributor, Iskenderian solid lifter cam, polished and ported heads by C-T Automotive, and 2-1/4" exhaust, the Mocha & Snowcap White monster was a real piece of work.

Upon driving it for the first time, however, I decided that the car definitely needed power steering. Maneuvering in traffic and parking lots, was difficult, and the addition of radial tires only compounded the problem.

I immediately began my quest to add power steering to this beast. I felt I could trade a little horsepower for additional turning power. The good news is that, I completed the project on March 24th. The bad news is that 13 years elapsed from purchase to project completion.

The biggest problem proved to be finding the steering post jacket and the two shifter rods. None of the vendors I contacted, had either item. Through the years, I accumulated virtually everything else, but these two items were nowhere on the planet. Everyone suggested that I find a parts car and take the items from it. Great idea! The problem is that these items were unique to 1956 Golden Hawks with P/S and manual transmission. Only 192 cars were produced with this combination, so finding a parts

car donor was next to impossible.

Just to bring you some background, I started a club for 1956 Studebaker Golden Hawk owners in 1989. Little did I know then, what a smart move that would prove to be. The "members" named in the next few paragraphs are members of the 1956 Golden Hawk club.

In late 1998, member Bob Light informed me that he had such a car, and was willing to sell me the entire power steering setup. He wouldn't be able to remove everything until the spring of 1999. After waiting for 12 years, I told him I could wait 5 months.

Come spring, Bob informed me that he was having a cash flow problem and needed to sell all his Studebakers. He promised that I could still have the P/S. Fellow member, Yvon Beaudry, of Quebec, needed some of the items Bob had, so I put the two of them in touch and never heard anything else till later that summer.

Then, during a conversation with member Jack Nordstrom of Texas, Jack informed me that Bob had sold everything, but that the purchaser was supposed to sell me the PS items. I wrote to Bob who revealed that he sold the parts car to Yvon, with the stipulation that I was to get the PS parts. A note to Yvon produced nothing and I got the feeling that yet another year was about to slip by with no progress.

I was ready to accept another setback, when about two months later, Yvon replied, with apologies for taking so long to respond. We made arrangements to meet at the swap meet at Reedsville PA in November. We met at Reedsville, made the exchange, and finally, I had everything I needed, ALMOST. Bob had previously told me that a former owner had put a floor shift in the car, so the two shifter rods, that I so dearly needed, were no longer there.

I turned my attention to the Studebaker Drivers Club. Turning Wheels Almanac Editor, Richard Quinn, of Illinois came to the rescue. Richard sent me the engineering drawings for the two rods, but getting them made was going to be expensive. 1956 Golden Hawk club member Jim Bella of Indiana, had checked on this and the cost would have been over \$200 for each rod.

Now the focus shifted to our Orlando Area Chapter. Member Jeff Elliott told me that member Marion White's brother, Bob was pretty handy at all sort of things. I thought, perhaps he could make the rods for me. I contacted him, and he took on the project. In about a month, Bob called me to come and pick up the two rods. I made the 3/4 mile trip and paid him \$100.00 for the pair of rods. The price included my senior citizen discount. Now I finally had everything I needed, ALMOST. Now I only lacked the ability to do the job.

Time for family to enter the picture. In late March, Anita's brother Bob, and his wife made their annual visit

from Michigan. Bob had told me, several times, he could do the job if I got the parts. So, on Thursday afternoon we got started. We completed most of the job by 11:00 pm and finished up on Friday morning.

I put on the power steering pump that 1956 Golden Hawk club member Doug Jackman of Iowa had rebuilt for me, and filled the pump reservoir with automatic transmission fluid. We started the car, still on jack stands, and I turned the steering wheel back and forth several times to bleed the lines. We then lowered the front end of the car and 58% of the car's 3500 pounds settled on the front wheels. I was ready for the final test.

I was about to experience the result of a cooperative effort that spanned two countries, and involved several car clubs, family and friends. I glanced toward the heavens, blinked once or twice, said a silent prayer, got a firm grip on the steering wheel, and slowly gave it a turn to the left. The satisfied look on my face told Bob that all was right with the world. After 13 years, I could turn the steering wheel without grunting.

Even today, after all those years of fighting the steering wheel, I am pleasantly surprised when I turn the wheel the first time after I start the car. Just backing out of the garage is fun.

I've always enjoyed driving this car, but now, every time I turn the steering wheel, all I can think of is, *PS I love you.*

## My First Demolition Derby

by  
Marty

When I was in the last year of my Air Force time, (And, NO, I did not enjoy it!. But, THAT'S another story!) I had been running a '56 Chevy 210 in Sportsman Class roundy-round at two "Outlaw" tracks. In order to protect myself from the eyes of "Big Brother, who frowned on "Dangerous pursuits.", I ran as "Nick (Hoppy) Cassidy." I'd had a VERY successful early season and had picked up a total of seven sponsors. One came to me with a "Great idea!"

I got nick-named "Wild Man!" by the track announcer. (He worked both tracks. Same owners too.) That came up because I used to wait until nearly the last minute to come out onto the track as the cars were called out of the pits. Then I came blasting out of the pits (Just ahead of turn three on the back stretch,) wide open and get at least the front wheels off the ground. Once in a while, all four. Also, because of the demolition derbies. I got into those too! Twice a month, Sundays at both tracks. The big track was at an amusement park. The derbies were a real crowd draw there. The ones at the small track were a little less well attended. Once in a while, about once a month or six weeks, we had a huge one at the big track. So, there were occasionally THREE in a particular month. I was in fourteen. As well as the other racing. I had seen them on television when I was a kid and had even seen one in conjunction with Joie Chitwood's Auto Thrill show and the Hurricane Helldrivers during my teens. Fun to watch. But, since my early teen experiences at the junkyard, I hadn't considered them. In May, one of my new sponsors, who owned a used car lot, approached me. He was a Burl Ives-looking character who seemed to be a fairly nice guy and seemed to go out of his way to get cheap cars and SELL them cheap. Many were just months from being junk. But, as he told me one time, "Most of my cars are klunkers. I know that and so do my customers. But, the people who buy at my lot can't afford much else. And quite a few trade up after a bit. Once they are into my better cars, they have something that is worth trading at a better lot or a dealer. If you break it down to a daily basis, even one of the "Last Gasp" cars that lasts four months is STILL cheaper than RENTING a car." He had a point. Plus, he did provide SOME credit history for people who couldn't get it any other way. A RARE occurrence. A reasonably moral USED-CAR SALESMAN!. I have no doubt he made money and plenty of it. He had two other lots that sold BETTER cars. He asked me, before I loaded up after another first place finish, "What do you say I stake you to a demo derby this month? Maybe two." I told him I wasn't sure. That was another skill (?) entirely. He said I should go get the rule book (RULES? For mayhem?) and look it over and let him know. I got one. Looked it over and talked to several other drivers who did the derbies too. They said there was a bunch of fun to be had. Not a mess of money though. It is winner-take-all. They said what WASN'T in the rules was as important as what WAS! There were a bunch of "You Must"s and some "You may NOT!"s. But a lot of leeway for inventiveness and "Creativity". There was a derby that weekend. Too short a time to set up a car. (Lots of prep., surprisingly.) But, I reasoned I ought to watch. AND, since I was a driver and could get into the pits and onto the track

afterward, I examined as many of the WINNING (?) cars and the longest lasting cars for commonalties. Made mental notes. Winners were BIG sedans and wagons. Automatics. Many had six cylinder engines! HMMM?! Lots of other things in common. So, I called the sponsor and asked what he had in mind. He said he would supply a couple of cars if I would prep them and paint his logo and name on the sides in big letters. He'd supply the paint for the logo. I had to pay the entry fee. Two cars, because, there are a series of elimination heats and the top 4 or 5 went into the final. (And, Boy is THAT an appropriate term!) Often the elimination cars are just that, Eliminated! Kaput! So, you need a finals car too. I asked what he had lined up. He said he had at least six to chose from. I had two weeks to prep both and another two weeks to prep two MORE for a huge "EVENING OF NOISE, MAYHEM AND ANARCHY!!!!" to quote the posters and track announcer on television. Just for the hell of it, I drove the "T" to his lot. Parked it right in front. (With the signs on it!) In the hour or so I was there, there must have been twenty people pulled in to gawk. I settled on an Olds wagon and a 6-cylinder Chevy wagon from about '60. He said they would deliver them to my shop and I could come pick two more after this derby. He told me that, as soon as they were done, he wanted to display them on the front of the lot and he would transport them to the track. I told him there might be a few other people who would like to follow. "Bring 'em or have 'em follow you here and we'll have our own little parade. The more the merrier!" When I got back to the shop I told Benny at the welding shop, that there were two wagons being delivered the next day and might get there before I did. Would he get the keys and hold them for me? He said, "That's JUST what you needed! Two MORE cars!" I told him what they were for. The bunch of us sat around with the rule book and my observations and brainstormed how WE (Noticed how it got to be "WE" all of the sudden, did you?) could prep these things. The required stuff was easy. Remove all glass. (What moron wouldn't do that?!) All exterior chrome (Wanted no one run through by a side spear!) except for bumpers. Remove hood and trunk springs. So they wouldn't pop open or the springs fly out and hurt someone. Cut a hole in the hood big enough to allow the insertion of a fire hose. Logical. Not allowed: Removal of the shocks to make the car "Bouncier". No sweat. I just drilled holes in them and drained the oil. VIOLA! Still had shocks, Bouncy too! No added reinforcement. O.K. I needed to anchor the doors shut. Also, not a problem. I would ram a hole in the door near the latch and one in the panel behind the post with a pickaxe and string a sturdy length of chain through there and bolt the ends together on the OUTSIDE. If that bolt broke, I didn't want pieces flying around inside. Remove interior. Fire hazard, Another no brain move. SEATBELTS! Now THERE'S one I might not have thought of! Yeah. Sure! No more than 4 gallons of gas. O.K. Suggested changes: short fat screws through the rim into the bead of the tire to hold it in place if (IF?) it gets punctured. That allowed the ruined tire to get traction (After a fashion.) anyway. Move the battery to the cowl or inside the car. Must be in a case if inside. I'd use a boat battery case. They were sturdy and could be moved from car to car. Must have a number painted on each side of the car. Preferably on the doors. Driver's door to be painted

white. On white cars, It was to be bordered in black with a three inch wide stripe. It was NOT ALLOWED to intentionally hit the driver's door. Now THERE'S a good rule! I registered 69A and 69B. I ran the stock car under the number 69. (For the YEAR I started racing.) The stock car number was done in an orange and black vertical oval. I painted them like that on both demo cars. Also used spray cans to do flames like the stock car had. Didn't look too bad from a hundred feet away. Then I buffed and waxed the heck out of the cars and painted back on every piece of chrome using silver paint. Even used painted cardboard and tape to mock up the headlights and tail lights. I wanted them to look like something out of the parking lot. From a distance, they looked pretty good! I wanted people to see them and wonder, "Why would anyone wreck a car that looks THAT good?!" They were anything BUT good cars! I torched off the exhaust systems just behind the engines. MORE NOISE! Of course. But also because they could tear loose and tangle things. I loosened all of the front sheet metal bolts and removed as many as possible. Took out all but two bumper bolts. "Why do that?" you might ask. Because, I had seen several runable cars eliminated because fenders and bumpers got smashed onto the tires/wheels and they couldn't be steered and/or the wheels wouldn't turn. I figured MY fenders might get pushed back. But, they'd also be flapping in the breeze and likely as not, would get ripped off. Or at least loose and would just drag along. That would leave the steering at least semi-intact. I removed all but two diagonally opposed radiator bolts to allow IT to move considerably before twisting open. Loosened the fan/waterpump belt and cut the others. Figured the radiator would last longer (Ergo, SOME cooling) if the fan didn't rip it to shreds. Took contact cement and glued the wires to the coil, distributor cap and spark plugs. Glued the cap down and wrapped it with several wraps of good old, 200 MPH "Duct Tape". I bolted and welded lengths of chain to the engine and transmission mounts. That would hold them in place if the mounts broke. I made sure the fuel line was anchored well. A MESS of work on a car that MIGHT get to run for 15 minutes! I really didn't hold a bunch of hope for the Chevy. It seemed a little flimsy. It was easily 900 pounds lighter than the Olds and with the six, it was no where near as powerful. It surprised me. On the appointed day, I met the sponsor at the lot and led the procession to the track. I had passed the word to my friends. Little Harry had broadcast the daylight's out of it in HIS circle of friends. There were 15 cars behind me in my Caddy hearse (Appropriate, don't you think?) and the truck and trailer hauling the doomed cars. It was a parade mostly of men with their male progeny or relatives. (Funny. Women don't seem to go in for that sort of thing!) I hoped all of the excitement was worth it. It was. I started out with the Chevy in the qualifying heat. That thing was like a greased pig! It bounced, rebounded and squirted all over. Nobody managed to get in a good lick. And that squared-off rear end was LETHAL to radiators. It would ride up over bumpers when backed at an angle and just massacre cooling systems. I left steaming cars all over the place! At the end of the heat, the temperature gauge was just getting to the "Normal" range. The body was pretty battered. Especially the back! But, I won the heat and drove off the field under

power. I STILL had a radiator! In the pits, after much debate about whether to use it in the "Final", I decided it had earned the right to "Go for it!" We replaced two flat tires with some off a ruined Chevy. With the competitor's okay, of course. I propped open the hood and we dumped buckets of water over the engine block to cool it. It wasn't overheated. BUT! I figured it would last longer if it was as close to stone cold as we could make it before the feature. While doing that, we also pounded out or cut off any sheetmetal that threatened the tires. Welded the rear bumper back on. It was hanging by a bolt and THAT was badly bent. Made it a TAD sturdier. We repaired to the stands at the side of the pits to watch the other eliminations. I didn't see the last one. I was on the way to the car to line up for the feature. Ran the engine only long enough to get to the lineup. Most of them left them running and sat there going "VROOOM! VROOOM!" I thought, "That's right guys! Get 'em good and HOT before we get in there! It'll be that much sooner you quit when I ram the snot out of your front!" I had eyes on the "Winner-take-all" purse. The non-winners just get to take home "Experience". Near the end of the 25 car feature, someone got my radiator. That in itself, probably wouldn't have put me out right away. Since there were only two other cars running. But, the integral transmission oil cooler in the radiator ruptured and pumped my tranny fluid all over the place. In about 2 minutes, the car would no longer move. Before it stopped, though, I nailed one of the other guys and put him out! D\*\*N! Second place! Actually, not bad. For my FIRST demolition derby! No money. But, I was JAZZED! AND I still had the OLDS!! The sponsor said he had decided, by the middle of the final, that WE (There's that WE word again!) were going to set up for as many of the derbies as I wanted to run. I was ready to run them ALL!! I did tease, "What's with this WE stuff? All YOU do is supply the cars! I'M the one out there bustin' BUTT." He came back with, "Radiators too! Man you were smashin' the crap out of the fronts of those guys!" We all had a good laugh. I stuffed Harry in the demolished Chevy, tied the wheel and shoved it on the trailer with the Olds. No sense humpin' that thing by hand! He got a kick out of the trip. No wet pants that time. (Harry was an undersized 9 year old with Cerebral Palsy who hung around the shop. The first time he was given a ride around the track, sitting on my lap, he'd piddled on both of us from excitement.) The entourage (Most of it.) stopped at a diner on the way back and I got treated to a meal and surrounded by a dozen or so admiring kids. A couple of them were already buddies anyhow. I was still in the racing suit (Basically, just a bright orange coverall with a huge black 69 on the back and over the pocket on the front.) On regular race days, we stopped there and there was the occasional young fan who asked for an autograph on his program. But this was different. Primarily, I guess, because, it was just late afternoon and the kids' parents weren't trying to get them home and to bed. I commented to the people around me, "Good grief! If this is what happens when you DON'T win, what am I in for if I WIN one?" I signed a dozen or so, of "Hoppy"'s autographs and managed to finish my, now tepid, meal. So, if you got a "GO FOR IT Billy. (JEFF, TOM, Jack, etc)! Your buddy, HOPPY! (#69)" now you know! I had a BLAST!

## MEMBERSHIP REPORT

By FRANK AMBROGIO



There are no new members to report on for this issue. Our current membership total stands at 46 families, which translates to 80 people.

Membership renewals will be coming up again, and will be due on October 1. Recently, there has been discussion regarding raising the membership dues to \$15.00. The major reason for an increase is to help with the newsletter expense.

Although the membership total is less than 50, the number of newsletters mailed is nearly double that amount. Dean sends issues to several SDC officials, and we exchange newsletters with about 40 other clubs and SDC chapters.

The dues do not cover the cost of printing and postage. The shortfall is due to the issues which are sent to the nonmembers. Yes, we could stop sending out the extra issues, but this would only serve to weaken our chapter. Much information is gleaned from other newsletters, and it is also important to keep the SDC officials in our zone, appraised of what we are doing.

After some debate, the members decided to leave the dues, as is, for another year. They also decided that we would alter the membership form to include a place whereby members could make a contribution to the newsletter fund.

I personally feel that this is the better approach. I think a dues increase would cost us a few fringe members. That membership loss, with the resulting loss of revenue, would simply offset the dues increase. I like the fact that our dues have never increased in 17 years.

I also feel that with the increase of cash from our garage sale, we are now on a more solid footing. Only a few years ago, our treasury balance exceeded \$2000. We became a little too frivolous and began making donations to some of the local charities and the Studebaker National Museum. After an outlay of about \$1000 over two years, we suddenly found ourselves with a cash flow problem.

I believe that if we stick to being a car club, and forget about trying to cure the social ills of the community, we can keep from increasing the dues for many years to come. Charitable contributions are a fine endeavor, but our club is simply not in a position to travel down this road.

I have made the changes to the registration form. If everything goes as planned, Dean will include the form with the September issue. I'll be reminding you about renewals next time. Please renew promptly. When you delay, you actually cost the club extra money.

### NEW OAC WEB SITE

*Orlando Area Chapter goes on-line through Hemmings Motor News*

The new Orlando Area Chapter Web Site was put into service on June 16, 2000. Through the efforts of Joyce Held of the Hemmings Motor News Staff, our chapter now has its own web site.

Dean gave me a letter from Hemmings which stated that they would design, host, and maintain our site. I followed up, and after some correspondence, I submitted some information and graphics for their use. The address for the site is <http://clubs.hemmings.com/oac/> Take a look and see OAC on-line.

# 2000 State Meet

(10)

The dates for 2000 State Meet are Friday, October 20<sup>th</sup> until Saturday, October 22<sup>nd</sup>. The day of the show is Saturday. The Boca Teeca Inn is the host inn and the room rates will be \$49.00 per night. Please mention "Studebaker State Meet" for the special hotel rate. There are only 46 rooms available, so please reserve your room early (We will have an "overflow" hotel for those that do get in late). The Boca Teeca Inn requires a check for the reservations, but will take your credit card for the stay. We will be providing transportation to malls and other sites. The Boca Teeca Inn is about 1/2 mile East of I-95 and Glades Road (561) 994-0400. We will of course be sending out flyers later with a full map. We will do our best to see to it that we all have a good time. We will have a show on Friday night for those that come early. We worked very hard to find a nice place for the meet and keep the cost down. I hope with the lower rate that more can come in Friday night and make a Studebaker weekend out of it and not just a lot of driving in one or two days.

For those going North, send me your email addresses and I will send state meet information out as it becomes available. My email address is [Stdbkr1955@aol.com](mailto:Stdbkr1955@aol.com)

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 Fruitland Park, FL 34731  
 352-365-0743

5/1 to 10/1  
 1152 Ct. Rt. 38  
 Norfolk, NY 13667  
 315-384-3926

ORLANDO AREA CHAPTER  
 DEAN GESSNER - EDITOR  
 P. O. BOX 428  
 YALAHA, FLORIDA 34797



TO:

Frank & Anita Ambrogia  
 31700 Wekiva River Road  
 Sorrento, Florida 32776



32776 STUDEBAKER



# GREASY PRINTS

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



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SEPT-OCT.

2000

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

## *In Memory of a dear friend Lou Elliott*

*Jeff and Lou Elliott were two of the founding members of our chapter of SDC. Lou acted as club historian for a good many years, as well as always being willing to lend a helping hand.*

*As those of you who knew her will recall, you seldom saw Lou without a smile on her face. However, there was one time I recall when she got pretty feisty. We were at a banquet at one of the Studebaker Meets and she was fussing because they couldn't find a seat. We never let her forget it, for many years after. Even though she and Jeff haven't been too active in past years, we will always be grateful for their contributions to the Orlando Area Chapter.*

*We will miss you Lou!! Our heartfelt sympathy to Jeff and all the Elliott family in their loss.*

*Frank & Anita Ambrogio*

# 6th Annual "LOVE THOSE ORPHANS" meet



Saturday, September 16, 2000 from 10:30 a.m. to 2:30 p.m. at Buddy Freddys Restaurant in Plant City, exit 11, one quarter mile south of Interstate 4.



**Kaiser**



**Frazer**



Come join us in honoring the great "Orphan" cars. This show is open to all car makes that are no longer in business. Bring your car no matter its condition. No fees, no judging, open to public viewing. A Dutch-Treat lunch buffet will be available at noon (\$9.34 includes tax, tip and beverage). A 50/50 raffle will be held by the Suncoast AMC Club with proceeds being used to defray meet expenses. For more information contact the people listed below.

Hillsborough Co.  
Thad Suits  
Plant City  
813-754-3852

Polk County  
Jim Esmond  
Lakeland  
863-644-8414

Manatee Co.  
Dave McClinchy  
Palmetto  
941-721-1848



Participation at individual's own risk. Suncoast AMC Club and its members are not responsible for injury, damage or loss of any kind.

## MEMBERSHIP REPORT

By FRANK AMBROGIO

August 8, 2000



As was the case last time, there are no new members to report for this issue. Our current membership total stands at 46 families.

Membership renewals are due on October 1. As noted in my last report, there will not be a dues increase this year. Dues will remain at \$10.00. To help us meet our costs to print and mail the newsletter, we are now soliciting donations to the newsletter fund. I have made a change to the membership renewal form to include this option. If you care to contribute to the newsletter fund, you can indicate the amount on the form and add that amount to your check.

I've asked Dean to include a membership form with this issue. Please renew promptly. Nothing good happens when you delay. You simply make more work for me and you cost the club money. I know it is a terrible thing, but this is the one time of the year when you actually have to do something.

There are roughly 525,600 minutes in a year. Renewing your membership shouldn't take more than 5 minutes. That should still leave you with 525,595 minutes to do as you please. Use them wisely!

Please, do not give the form and money to any of the other officers. **It is NOT their job to handle membership renewals.** Let's face it, chapter officers are like jurors, they aren't smart enough to get out of serving! When you give your membership renewal form, and/or money, to anyone but me, you add another element of risk. If they don't let me know that you have renewed, and this has happened in the past, you will be dropped from the membership (and mailing) list. Then you will have to waste some of those 525,595 minutes proving that you did, in fact, renew.

Also, be aware that I can't read your mind. I give you notice and you make the decision. If you don't renew, I can only assume you did so by choice.

**This is the only notice you will receive.**

The following members have already renewed through September 30<sup>th</sup> of the year indicated:

BARRY M. BRINSON	2001	STEVE KENNEDY	2001
DR. ROBERT & MARY CADE	2005	HERMANN & MARGARET KRUEGER	2001
STEPHEN & KIMBERLY CADE	2001	JOHN & PAT MEINELT	2001
DON DODGEN	2002	KEITH & JOANGAY PHILDIVUS SR.	2001
MARVIN & CINDY EVANS	2004	ALBERTO/OLGA SANCHEZ DE FUENTES	2002
LARRY & JOANNE GOOD	2001		

**If your name is not listed above, it is time for you to renew your membership**

*Three steps to renewing your membership:*

- **Fill out the form**
- **Make your check payable to Orlando Area Chapter - SDC**
- **Mail both the form and the check to me at**  
31700 Wekiva River Road, Sorrento FL 32776.

# THE STUDEBAKER DRIVERS CLUB

## ORLANDO AREA CHAPTER



### MEMBERSHIP REGISTRATION FORM

Please type or print clearly. This information will be used for the roster.

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE ZIP \_\_\_\_\_

PHONE (\_\_\_\_) \_\_\_\_\_ E-MAIL ADDR \_\_\_\_\_

ARE YOU A MEMBER OF THE STUDEBAKER DRIVERS CLUB? (Y) (N) SDC MEMBER # \_\_\_\_\_

(YOUR SDC MEMBER NUMBER IS ON YOUR TURNING WHEELS LABEL, ABOVE YOUR NAME)

NOTE: Each Orlando Area Chapter member must also be a member of the *Studebaker Drivers Club, inc.* New members must join the *Studebaker Drivers Club* within 60 days.

#### STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	NAME	MODEL	BODY STYLE

#### RENEWALS \$10.00 PER YEAR (DUE DATE IS SEPTEMBER 30)

\* 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
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JUL - AUG = \$2.00 (OPTION: \$10.00 PAYS DUES THROUGH OCTOBER, NEXT YEAR)

Membership Dues (Renewal \$10.00)	\$ _____
Newsletter fund contribution	\$ _____
Late fee (\$1.00 after Nov 10)	\$ _____
<b>Total</b>	<b>\$ _____</b>

MAKE CHECKS PAYABLE TO - ORLANDO AREA CHAPTER - SDC

MAIL TO:

FRANK AMBROGIO, 31700 WEKIVA RIVER ROAD, SORRENTO, FLORIDA 32707

**PAYMENTS:** (THE PART BELOW, WILL BE FILLED IN BY THE MEMBERSHIP DIRECTOR)

DATE RECVD _____	CHECK # _____	AMOUNT \$ _____	DUES PAID TO OCT 1, 20 _____
DATE RECVD _____	CHECK # _____	AMOUNT \$ _____	DUES PAID TO OCT 1, 20 _____
DATE RECVD _____	CHECK # _____	AMOUNT \$ _____	DUES PAID TO OCT 1, 20 _____
DATE RECVD _____	CHECK # _____	AMOUNT \$ _____	DUES PAID TO OCT 1, 20 _____
DATE RECVD _____	CHECK # _____	AMOUNT \$ _____	DUES PAID TO OCT 1, 20 _____

## SEND THE ENTIRE FORM - DO NOT CUT OFF

## SDC Activity - Yankee Style

As a member of the Western Lake Erie chapter of SDC we received an invitation to join with the Western Michigan chapter to visit the Carail Museum in Detroit on Monday July 17. The Carail Museum is a combination of cars and model trains which is owned by Richard and Linda Kughn. It is housed in two locations both in the city of Detroit but some 8 or 10 miles apart. It is not opened to the public except for groups of at least 50. The facilities are used mainly for business wishing to have an unusual setting for a business meeting or for conventions, etc. Unusual it is. The first location is on Grand River Ave. which is one of the major spokes of the wheel coming out of the very center of Detroit. It is a very depressed area with about 40% of the business buildings closed, boarded up, etc. We had a little bit of trouble finding the address so I stopped to get some cheap gas (\$1.69 per gallon) and asked the operator if he knew where the Carail museum was located. He did not know. There happened to be a lady in line paying for gas who smiled and said it is in the building next door and that I should take the first driveway after leaving the gas station. She said, "They sorta keep it a secret in this neighborhood". So we went next door where secure parking was provided and entered the building from the rear. I wish I could tell you the total surprise as we entered. The place is absolutely beautiful. The first thing you see is a model train layout in this huge room that must be 2000 sq. ft. Then you see things like restored automobiles, restored antique gas pumps, restored pedal cars in numbers that boggle the mind.

There are personnel walking around to answer your questions and leave you alone to explore the various areas as you wish. In one section I counted nine Woodies of various makes. Mr. Kughn seems to have a thing for 40's and 50's cars although there are many of other periods. Very few of before 1925 vintage. After about 2/12 hours you are seated in the dining area surrounded by cars, trains, toys, etc and fed a terrific lunch buffet style. After that we had about 45 minutes to wind it up at this location, were given a map to get us to the next location very close to downtown Detroit. I suspect at this point we had seen 100 cars and 500 model trains plus all the other stuff.

In about 20 minutes we located the building on Fort St. and the parking area where a guard was provided to watch over our cars while we continued to see this unbelievable collection owned entirely by a 70 year old (young guy) man and his wife. This building was purchased by Mr. Kughn in 1988. It was previously used by J.L. Hudson as a warehouse. Hudson's was the premier department store in

Detroit for many decades. They still are in business and sponsor the Thanksgiving parade seen on national tv. Upon entering this building you are immediately greeted by another 75 or 100 cars of every type and make. I counted another seven woodies! Convertibles were very prominent. I got the idea that Mr. Kughn is fond of GM vehicles even though every make imaginable was present EXCEPT, of course, STUDEBAKER. It was like they never existed. Oh well, just because you have millions doesn't guarantee that you will recognize the best.

This was one of the best SDC non-Studebaker activities I have attended in my 30 years in SDC. Also one of the most expensive. However, if "your group" ever has the opportunity to visit the Carail Museum in Detroit, Michigan - don't miss it. I am sure that many people every day travel to see and do things that don't light a candle to the Carail Museum experience. Marion thoroughly enjoyed herself too --that in itself is quite an endorsement. Another was the presence of John Begian the current President of SDC who happens to be a "local" and a member of Western Lake Erie Chapter.

Submitted by Paul White, Sec'y, OAC

**\$FOR SALES\$**

1948 Landcruiser. Good running condition. Body, Paint and Interior Good. 3 Speed with overdrive and hill holder. First \$2200.00  
Drives it home. Call LeRoy Gessner at 352-748-6807.

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## IOLA, WAUPACA COUNTY, WISCONSIN, USA.

Can you imagine a village of 1150 people (700 less than Zellwood) hosting an annual event that draws 130,000 people in 3 days? Now add 1200 cars for sale, 4000 + vendors and their tons of "stuff". This tiny Wisconsin spot in the middle of nowhere is called Iola - the home of Krause (pronounced Krowsy) Publishing Co. which publishes Old Cars Weekly in addition to many other hobby publications.

This annual event is made possible only because a group of volunteer organizations in that area are willing to work hard and long in return for their share of "the take". Multiply 130,000 times \$10 and you have just the beginning of it. Undoubtedly this is the Major fundraiser of the year for the Iola area. It has been that for 28 years now since the first show drew 14 cars and 600 people.

Marion & I took the car ferry across Lake Michigan to Wisconsin. I had told her that this would be her only cruise in 2000. It takes 4 hours to cross the lake. I think the ferry was built in 1953. At one time it transported railroad cars.. It now hauls anything on wheels including semi truck. It is doubtful that we will "do Iola" again so decided to do it while still able. After all, I do not have the usual Robert Oakes & Co. chauffeur service that I have grown accustomed to in Florida. Hot tip for all you youngsters! If you ever go to Iola with the faintest idea of buying something go early the last day which is always Sunday. Seems like the vendors mellow a bit and do more serious selling on Sunday. Also, don't wear your sandals or high heels. You could end up walking miles.

Another free tip. If ever in the Iola area, do not fail to visit the EAA Museum at Oshkosh's Wittman Field. Those few of us that attended the fly in at Bob White Field in Zellwood a few years ago met the man that the airfield in Oshkosh is named after. Unfortunately Mr Wittman died in a plane crash on the way to Oshkosh the next year or so. He was only about 90 years old when he and his wife died doing what he lived for. There is at least one of his planes in the museum along with an unbelievable display of every type of plane imaginable. You do not have to be a fly boy to really enjoy this place! I hope that our Studebaker Museum scheduled to open in 2002 can do for us a fraction of what the Oshkosh one does for the aircraft hobby. I had to wonder while there taking it all in what John Gormican was doing in Florida!

P.S. I did "escape Iola" without another set of wheels. A gorgeous RED '62 Olds Starfire Coupe came the closest to getting me but I fought it off with only the tenacity found in 75 year olds. Even the three Studebakers for sale didn't come close. Yep, only 3 Studes out of hundreds of cars for sale. They must be rare or highly treasured by their present owners.

PAUL WHITE  
Secy, OAC

## Tech Tips

Tired of having to replace the brake light switch every year because you switched to silicon brake fluid? Ron Francis Wire Works has the solution. They have a new low pressure switch with a 200 to 300% longer cycle life. It will fit most cars with a standard pipe thread. For more information and free catalog contact Ron Francis Wire Works at 800/292-1940 or email [www.wire-works.com](http://www.wire-works.com)

~

Found on tile Web New Group  
 Authored by John Poulos

I added the Dupont paint color matching number to the vendor page in the supplies section. The number is 1-800-3dupont, you call and give them the year and color and they'll give you the modern paint number.

Editors Note: I have long looked for any company that made an honest effort to match paint colors for my Studes. At long last John has ended my search. It's time you Web users checked out [www.Stude.com](http://www.Stude.com)!

~

### "Restore" a horn button

Polish it with chrome polish (polish the plastic medallion part). Then wash it thoroughly and rinse well. Make sure the plastic is at room temperature, spray on one good wet coat of Krylon UV-Protective Clear. This will flow out and fill any little scratches, even tiny nicks, and restores luster to the piece. This also works well on plastic lenses, colored or clear. Look in a hardware or craft stores for the UV-protective clear.

*Bob Kabchef - air. autos, Studebaker*

~

### Front Fender Apron Rubber Replacement

Many Studebakers have a rubber piece attached to the lower part of the front fender apron. The purpose of this piece is to prevent dirt and water from being thrown up into the engine compartment by the front tires. Over time this rubber can become cracked and brittle or it can even disappear altogether. There is a fairly simple solution to this problem.

First, you will have to contact a roofing company and see if you can talk them out of a square yard or so of butyl rubber underlayment, the type normally used for flat roof applications. Once you have this product in hand, carefully remove your old piece of rubber from the car for use as a template. This is best accomplished by removing the tire for easier access, and don't forget to safety block up the vehicle. Do not worry about breaking the staples that hold the rubber in place but make note of how they appear for later reference.

Once you have the old piece out, use it as your pattern on the butyl roofing material. A good sharp pair of scissors works best for cutting the butyl. If your old piece of rubber was simply gone, tape the butyl to the inside of the apron, then go to the wheel opening and trace along the bottom edge of the apron with a marking pen. Remove the butyl from the apron then cut along the marker line. This will serve as the top edge of the new piece.

Once you install this piece you can trim the bottom to fit, which is usually along the bottom edge of the frame rail. To attach the new rubber requires 1/2" Arrow T-50 model staples, available at any hardware store. These are the exact same width as the originals and will easily fit through the holes in the metal of the apron. Push the staples through the butyl then through the apron. Using needle nose pliers, bend the staple tabs to approximate the appearance of the original staples.

This same technique can be used to make the radiator bracket to hood gasket found on many Hawks and can be used in other applications as well.

From the Western Outlook, Gail Ault, Editor

# Nothing is easy with Studebaker

By Leigh Morris

SDC National Director, Upper Mississippi Valley Zone

**B**lame it on karma, kismet, fortune or destiny, but few things came easily for Studebaker – and that fate may hold true for things still connected with Studebaker.

A case in point is the Studebaker National Museum's seemingly endless quest for a new building, a saga that has more twists and turns than the road to Pike's Peak. Children who were born when talk about a new building began are now married and having children of their own, or so it seems.

Thus, when the museum recently announced that the May 5 groundbreaking ceremony had been indefinitely postponed, one could almost hear the sighs of "here we go again" throughout the world of Studebakers.

It would be easy to put a negative spin on this development. Easy, but totally inappropriate. The museum put off the groundbreaking because it is not ready to move ahead with construction. It is not ready to begin construction because its Sesquicentennial Building Campaign has not yet met its goal.

Here's the situation. The City of South Bend has pledged \$5 million to the project, but there is a catch that is not well understood. In order to get that \$5 million, the SNM must first secure \$1 million in cash contributions and another \$4 million in pledges.

South Bend's pledge is what is better known as a challenge grant, though for reasons unknown the museum has failed to promote it as such. Too bad, because the challenge grant concept tends to encourage donations. Look at it this way: your gift to the Sesquicentennial Building Campaign will be matched by South Bend (provided, of course, the full \$5 million goal is met, and it will be.) So, if you donate \$50, that will become \$100 courtesy of South Bend. Give a \$100 and it becomes \$200, a \$200 gift becomes \$400 and so on. I don't know about you, but that just delights me.

Now the museum has hired a talented fund-raiser by the name of Becky Bonham who is quarterbacking the drive to secure the community's support for the museum project. After spending an enlightening hour with her on the phone, I have no doubt that she will be successful. She is a real pro and she really believes in this project.

The rest of the effort is up to us, the members and supporters of Studebaker Drivers Club. I would ask every member and every chapter to consider making a pledge to the Sesquicentennial Building Fund. Here are a few points to ponder.

- The Studebaker National Museum is OUR museum. The new building will feature the permanent Studebaker Drivers Club Exhibit, which will honor our contributions to the history of Studebaker and the preservation of its vehicles.
- The current building is rapidly deteriorating and must be replaced. The new building is designed to replicate the

appearance of the Studebaker buildings of the 1920s, serving to preserve the Studebaker tradition both inside and out.

- The museum is our window to the world, providing an introduction for children and younger adults to our marque, our heritage and SDC. You bet, the museum is a great recruiting tool for SDC.
- The museum owns the priceless Studebaker Archives, a wealth of information available to SDC members, students and researchers.
- The museum preserves an irreplaceable collection of vehicles to be enjoyed by those of today and generations yet unborn. These vehicles are either owned or on loan to the museum.
- The museum is our gift to the future, and will serve as our lasting legacy.
- You can take up to five full years to pay your pledge. And gifts are tax deductible.
- The museum is lots of fun.

If you have already contributed, thank you. If not, I hope you will give it every serious consideration.

Oh yes, there is one more very good reason to make a pledge – your gift will be matched by the city of South Bend, and that will guarantee that South Bend will always be "Studebaker, Indiana, U.S.A." Besides, this assures that at least \$5 million of public money will actually be used to benefit the public!

Making a pledge is as easy as picking up the phone and calling the Studebaker National Museum toll-free at 888-391-5600.

Edited from an article in the June/July, 2000 issue of the *Studebaker Spokesman*, newsletter of the Wisconsin Region, Leigh Morris, editor.

*Editor's note: You can also get a pledge card for the Sesquicentennial Building Campaign by contacting the ECHO editor at 602-995-5311. Be sure to note that you are a member of the GCS Chapter when making your pledge or donation. It will be credited to the Chapter to help it reach its goal of a \$10,000 donation to the campaign.*

*Congratulations to the Southern Arizona Chapter for its donation of over \$13,000 to the campaign from the very successful GT Hawk raffle fund raiser.*



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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  
DEAN GESSNER - EDITOR  
P. O. BOX 428  
YALAHUA, FLORIDA 34297

place  
stamp  
here

TO:



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

VOLUME 18 NUMBER 1

NOV-DEC. 2000

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

Notes from the editor:

There will be no regular meetings at Sanford Motors in November and December. The meetings will be held during the Fall picnic and at the annual Christmas party.

The Fall picnic will be held on November 12 at Kelly Park (also known as Rock Springs Park). We will start cooking at 1pm. Bring your own meat, drinks, dinnerware, and a covered dish to pass around. The business meeting will be held after we eat. See you there.

The annual Christmas party will be at the Golden Corral on Hwy 434 just south of Hwy 436 (the same location as our monthly breakfasts). I've been promised a larger room this year. It will be held Sunday, December 10 from 1pm to 4pm. It will be a buffet meal. The meal, drinks, tax, and tip will be \$12.00 per person. As in the past, we will have a Chinese auction so bring a wrapped gift worth at least \$5.00. The men should bring a men's gift and the women should bring a women's gift. For the first time I would like to try having a Studebaker related auction to benefit the club treasury. So if you have any Studebaker material or items which you don't mind giving away, then please bring them to the auction.

On a different note, at the last meeting it was decided to have another club sponsored flea market at the Sanford Motor location, like last year. We have to get with Don and see if we can use his location some Saturday in February. So instead of disposing of items you don't need...save them for the club flea market in February.

## November Club Activities:

At the last meeting a few of us decided to go to a Car Show in Sanford on November 11 from 9am until 4pm at the Seminole County Historical Museum on 17-92 across from Flea World. It's a judged show with 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place trophies. Registration on the day of the show is \$15.00. The Celery City Cruisers in conjunction with the Museum of Seminole County History are putting on the Car Show.

**Additional dates and information will be posted as the editor receives it.**

**Please send your event information to the editor so it can be shared through the newsletter.**

**Remember... sharing our Studebakers always makes an event special!!!**



# MEMBERSHIP REPORT

By Frank Ambrogio, MD (Membership Director)

October 23, 2000

It is always a pleasure to welcome new members, and this time I'd like to welcome Bryan and Debbie Wood who joined the *Orlando Area Chapter* in mid September. The Woods live in Clermont, and have a 1964 Avanti R-1. I hope we will be seeing a lot of them in the future.

There are many opportunities for all members to participate in their chapter. In addition to our monthly meeting and breakfast, we will be having our annual picnic in November and our annual Christmas dinner in December. Many cruise nights are a fixture in the area, and the cooler weather has also led to the offering of many car shows. *I mention all this so you'll have ample time to prepare your excuse.*

In the last issue, we discussed the fact that we would not raise dues for the coming year. Instead, we added an option on the registration form whereby you could make an additional contribution to the newsletter fund. This proved to be a wise decision, as many of you elected to exercise this option. As of this date, we have 30 renewals. This is down from our final total of 48 for the previous year. *If we can keep reducing that number, both my job, and that of the editor, will be a lot easier to do.*

The number 30, may seem low, but it is just about normal for the first month after the renewal date. So many members seem to enjoy being "fashionable late" with their renewal. I have sent Dean a list of members who have renewed. I don't know if he will mail the newsletter to those who have not renewed, but on the chance that he might, I won't write anything nasty about them. Instead, I'll just thank those who did renew. When everyone renews on time, it makes it much easier for the editor, treasurer, and me. *When you procrastinate, we can only assume that you don't like us, and enjoy causing us anguish. I can't speak for the others, but I hold a grudge.*

On another matter, Bob and Lorraine Coolidge have been members of the Orlando Area Chapter since 1987. They have several Studebakers and currently live in Winter Springs. Bob has embarked on a project to bring Studebaker's involvement in racing to the Internet. I've visited the web site, and it looks like the foundation has been laid for a very well done and informative adventure.

It is always good to see someone taking up a cause for our favorite car, and I think Bob is really on to something. If you have Internet access, take a look at Bob's site. If you have any information that you feel would be of interest on this subject, why not get in touch with Bob. I've included the Email he sent, which also lists both the web address and Bob's Email address.

--  
Date: Sat, 30 Sep 2000 23:10:09 -0400 From: Bob Coolidge [trnstrtk@aol.com](mailto:trnstrtk@aol.com)

Frank:

*[www.studebakerracing.com](http://www.studebakerracing.com) is on the net. Some clean up work to do but much additional information to be added shortly. A guy in Melbourne new someone in S. C. who does web sites so this one is nearly a freebie. The search engines should be picking it up over the next few weeks and want to link up with other sites as well. Hope you and Anita are fine. Garage is going slow. Hope it will be done by year end. Best wishes, Bob*

--  
Thanks Bob. Good Luck with the web site, and the garage (Bob and Lorraine have property in the Deland area). If anyone is working on a Studebaker project, please let me know about it. I'll be glad to pass it along to the membership (in case you weren't paying attention, "the membership" means those who *have renewed*).

# CAR SHOW IN LAKE MARY

By Frank Ambrogio

The first annual car show in Lake Mary was held on Saturday, October 28, 2000 on the campus of *Seminole Community College*. The show was sponsored by the *Lake Mary Rotary Club*. As usual, the *Orlando Area Chapter* membership flooded the show field. Unfortunately, they all showed up disguised as *empty parking spaces*.

Undaunted, Larry Golub and Anita & I arrived with 1964 GT Hawk and 1956 Golden Hawk, respectively to represent the Studebaker Drivers Club, and to show support for the sponsoring organization.

The show was preceded by a parade down Lake Mary Boulevard and then the cars were displayed for the remainder of the day on the campus show field. Approximately 70-80 show cars were on display, with most in excellent condition. The morning was a bit on the cool side, but the temperature began to climb as the hours passed. It turned out to be a beautiful day for the show.

Trophies were awarded in several categories, and herein lies an interesting story. A nice couple asked me how they could vote for me. I said that I was registration number 2 and they could use that number to vote. "I know that" said the gentleman, "but what category are you in?" He showed me the voting form, which listed eight categories for (best) Ford, Chevy, Chrysler, Street Rod, Motorcycle, Logo, Engine, and Foreign.

There simply wasn't a category for either the Studebakers or the beautiful 1952 Kaiser. Now, I don't really mind not having a category for our car, but when they include one for Foreign, and don't have one for America's oldest car company, that is a sorry reflection on Studebaker's position in the old car hobby. Even someone's Logo got more respect! Best Logo? Ouch!

Elvis put in an appearance and entertained the crowd with a few songs. As Elvis impersonators go, I'd rank him second (everyone else is tied for first). Just kidding, my King! I think Elvis brought a car to the show also, but I don't recall which one. I believe he had to head over to a nearby Burger King for an "Elvis sighting". What a guy!

While Anita and I were sitting near the car, we overheard a statement by a man looking at the Studebakers. "They are still making Studebakers in Canada", he said to his companion. Whenever I hear that remark, I know the show is a success. Who needs a special category when people know such obscure trivia about our cars. The legend lives on. I've decided that the next time someone makes that statement to me at a show, I'm going to respond, "Yes they do, I've got one".

For a first time event, it was a fine show, and everything seemed to run along like clock work. I'm sure the workers had to do some scrambling, but it was not evident to me. Maybe next time, you (yes YOU) will show up. Who know? They might even have a category for, oh, I don't know, maybe "best Orphan?"

I hope you will try to join us at the annual picnic in Apopka at Kelly Park. Information, I suspect, is elsewhere in this newsletter. FYI, there is an admission charge to the park, and alcohol is not allowed. Translation, cheapskates and boozers stay home!!!

## BOCA -2000

The 2000 Florida State Meet was held in Boca Raton by the Sunshine Chapter on October 20-21. Unfortunately only 10 members of OAC plus the Cade contingent attended bringing with them 3 vehicles. The Whites drove their 50 year old pickup both ways.

The meet was very well planned, attended, and appreciated by all who attended. Mickey Prankus, the force behind the State Meet said it will be nice to just attend the next one.

Best of Show award went to Dr. Cade for his 1955 Lemon/Lime Speedster. He also showed his newly acquired 1931 President rumble seat roadster. It is a beautiful specimen of the real quality cars built by Studebaker in that era.

There was the usual small swap meet. OAC's Bob Oakes was the leading parts vendor. I hope someone appreciates all the work involved in bringing a van load of parts 250 miles to make them available. The Jerry Ray/Frank Ambrogio team also were part of the swap meet. They took home most of the money! Our Larry Gofub was the undisputed leading parts buyer.

The banquet, although pricey, was well attended. Trophies were awarded even to Paul White who was not present. It was announced at the banquet that the 2001 State Meet will be held in Gainesville and hosted by the Cade group. Plan now to attend.

By Paul White

## TECH TIPS

1. If your Studebaker is hard to start, a possible cause might be the starter solenoid. The solenoid is located on the left front fender inner panel on all later model Studebakers. A wire on one side of the solenoid connects to the positive side of the battery, and on the other side connects to the starter. Two smaller wires connect to terminals on the side. Solenoids are easy to get at any parts store, since they are identical to the ones used by Ford. Remember, the most common symptom of a faulty solenoid is that the car is difficult to start. If your car is like this, a small investment in a new solenoid may be an easy remedy.

## Studebaker Parts & Service

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904-260-9720/1-800-231-2587  
[www.reginaanns.com](http://www.reginaanns.com)

# THE STUDEBAKER DRIVERS CLUB

## ORLANDO AREA CHAPTER



### MEMBERSHIP REGISTRATION FORM

Please type or print clearly. This information will be used for the roster.

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE ZIP \_\_\_\_\_

PHONE (\_\_\_\_) \_\_\_\_\_ E-MAIL ADDR \_\_\_\_\_

ARE YOU A MEMBER OF THE STUDEBAKER DRIVERS CLUB? (Y) (N) SDC MEMBER # \_\_\_\_\_

(YOUR SDC MEMBER NUMBER IS ON YOUR TURNING WHEELS LABEL, ABOVE YOUR NAME)

NOTE: Each Orlando Area Chapter member must also be a member of the Studebaker Drivers Club, inc. New members must join the Studebaker Drivers Club within 60 days.

#### STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	NAME	MODEL	BODY STYLE

<b>RENEWALS \$10.00 PER YEAR (DUE DATE IS SEPTEMBER 30)</b>			
* 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)			
Membership Dues (Renewal \$10.00)		\$ _____	
Newsletter fund contribution		\$ _____	
Late fee (\$1.00 after Nov 10)		\$ _____	
<b>Total</b>		<b>\$ _____</b>	
<b>MAKE CHECKS PAYABLE TO - ORLANDO AREA CHAPTER - SDC</b> <b>MAIL TO:</b> <b>FRANK AMBROGIO, 31700 WEKIVA RIVER ROAD, SORRENTO, FLORIDA 32776</b>			

**PAYMENTS:** (THE PART BELOW, WILL BE FILLED IN BY THE MEMBERSHIP DIRECTOR)

DATE RECVD	- - -	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	- - -	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
DATE RECVD	- - -	CHECK #	_____	AMOUNT \$	_____	DUES PAID TO OCT 1, 20	_____
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**SEND THE ENTIRE FORM - DO NOT CUT OFF**

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P. O. BOX 428  
YALAHA, FLORIDA 32797

place  
stamp  
here

TO:

Frank & Anita Ambrogia  
31700 Wekiva River Road  
Sorrento, Florida 32776



STUDEBAKER, THE CURE FOR THE COMMON CAR