

GREASY PRINTS

A BI-MONTHLY PUBLICATION OF THE ORLANDO AREA CHAPTER

STUDEBAKER DRIVERS CLUB



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

VOLUME 19

NUMBER 2

Jan.-Feb.

2002

Minutes of the Orlando Chapter Meeting of January 12, 2002

The meeting was called to order by Vice President Jim Morgan as President Dean Gessner was absent.

Vice-President Morgan reported on the plans for the annual spring picnic which will be held at Kelly Park which is located on the S.E. corner of the Beeline and N. Banana River Dr. The park is just across the road from the exit ramp for the N. Banana River Drive. The date of picnic will be April 21, 2002 and the time 1 p.m. Jim will be there to start the fire. Members are advised to bring your own meat, table service, and a dish to pass. The fire and charcoal are being provided by the host & hostess. The chapter will pay the \$53 charge to reserve the pavilion. Don Dodgen so moved and Marion White seconded. Vote was unanimous.

Treasurer reported chapter's bank balance to be \$1923.23

Membership chair reported that we have 42 members who have paid their dues.

The State Meet was the next topic for discussion. Sharon Cramp, Anita Ambrogio, and Marion White all reported on their efforts to get us information regarding locations and facilities which can accommodate our 2002 State Meet. It was eventually moved by your Secretary and seconded by Russell DeFazio that a committee be formed to assemble the information and present it to the chapter at our next monthly meeting. Sharon, Anita, and Marion all volunteered and will have their Volunteer Point Cards punched by the Secretary whenever he can find the punch. Most of the members present were surprised to learn that several of the hotels are now charging as much as \$100 to park each car. It is doubtful that OAC will be using any of these facilities unless some member is willing to pick up the tab for all participants.

Bob Oakes gave a mini report on the Studebakers at Daytona in November. There were 24 on the first day and 34 on the second day. They were able to be on display together at the same choice location as previous years - Just to the right of the entrance tunnel. Your Secretary was only in attendance the first day allowing for Bob Oakes to have double rations the 2nd day.

John Gormican announced that the Downtown Sanford Cruise on the 3rd Saturday of the month is being revived after a few months off for the Holidays. Also the cruise on the first Saturday is still being held at the Seminole Town Center Steak & Shake.

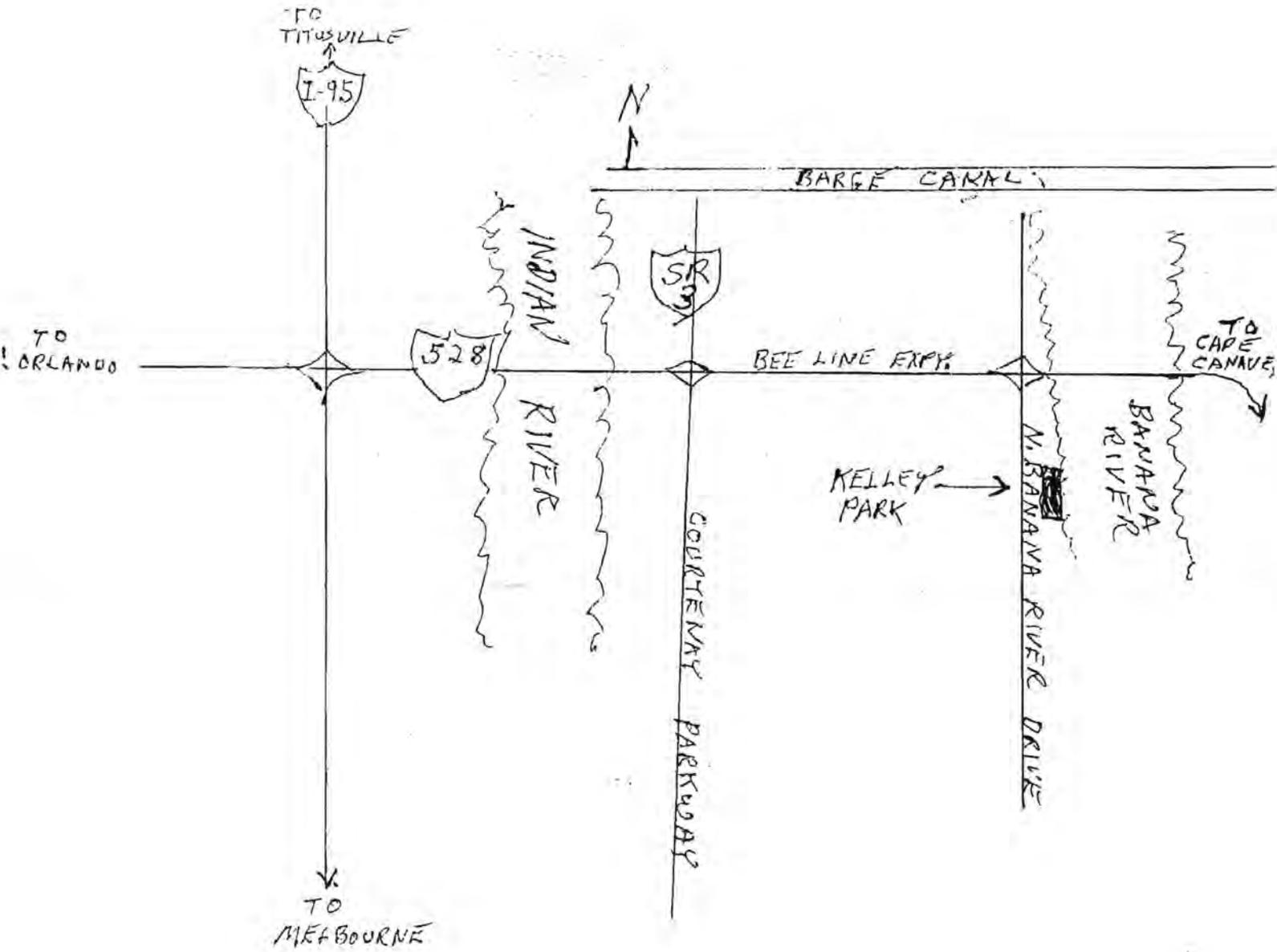
We were glad to welcome Gedney Barten back to the membership now that he has moved closer to us.

In regard to the upcoming State Meet Dave Cramp suggested that we publicize the event as much as possible. We will be asking for volunteers to do this as soon as we have the specifics they will need to work with.

Marion White moved that the meeting be adjourned. The 50/50 was won by Russell DeFazio. Our treasury was swelled by the sum of \$8.

Paul D. White, Secretary

ORLANDO AREA CHAPTER, STUDEBAKER DRIVERS
 CLUB THIRD ANNUAL SPRING PICKNIC AT
 KELLY PARK, MERRITT ISLAND SUNDAY, APR. 21 2002
 Lunch at 1 PM. As allways bring everything
 you need and a dish to pass.



Studebaker Parts & Service

ROBERT W. & DOLORES H. DAKES

10/1 to 5/1
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 Fruitland Park, FL 34731
 352-365-0743

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

www.Studebakerracing.com

Bob Coolidge
 407-695-4992



Studebaker

MEMBERSHIP REPORT



By Frank Ambrogio, MD (Membership Director)

February 10, 2002

Two new members signed up at our January meeting and I'd like to welcome them to our chapter.

Russell & Karen DeFazio own a 1957 Golden Hawk and live in Winter Springs. Russell attended a meeting last year and ended up winning the 50/50 drawing. He won the 50/50 drawing again at the January meeting. I believe that's two meetings, and two winnings. I've been attending meetings since 1983 and I've only won 3 times. I need to find out his secret.

Gedney Barton signed up after a 10 year hiatus. Gedney owns three Studebakers and lives in Casselberry. Back in the mid 1980s, we had a Christmas party, and invited children from the Florida Children's Home. We bought gifts for the youngsters, and Gedney played Santa Claus for us.

Joining us at the February meeting was Sam Dixon. Sam owns a 1957 Silver Hawk and lives in Casselberry. Our current membership now totals 44 families.

I have to admit that I was pleasantly surprised at the January membership meeting. Our chapter will host the state meet this year, and several members took it upon themselves to check out a few motels as possible host sites.

Dave & Sharon Cramp, Bob Coolidge, Marion White, Bob Oakes, and Anita Ambrogio gave reports with prices and facilities. Although he wasn't at the meeting, Alberto Sanchez de Fuentes had also made some inquiries and forwarded the results to Anita.

This is certainly encouraging. We need more involvement from everyone if the meet is to be a pleasant experience, both for us and our guests. Once we nail down the host motel, things will move a lot better. Everything else is predicated on this first step.

A committee has been appointed to oversee this phase, and hopefully, they will have come up with some great choices

I received some exciting news last December from a few members of my other club, The 1956 Studebaker Golden Hawk Owners Register. I was told that our 1956 Studebaker Golden Hawk was on the cover of the January 2002 issue of a magazine called Cars & Parts, with a nice story about the car inside. I don't subscribe to that magazine, and I couldn't find it in any of the book stores around Orlando.



The author, Mike Mueller, had been to my house in 1995 to take a bunch of pictures for a book he was doing back then. It was called *Fifties Muscle, The Dawn Of High Performance*. We found a nice setting and he took a bunch of pictures using about three rolls of film. He only used two photos in the book. I wrote about this adventure several years ago in *Greasy Prints*.

We had to go to Michigan for a funeral, and I looked in Ohio, and Detroit and still couldn't find a

copy of the *Cars & Parts*. Finally, someone mailed me his copy and I got to see it for myself. Only the front half of the car was shown, and it occupied about a quarter of the cover page.

The story was about that particular make and model, not about me. It was neat, 10 more photos appeared inside with the story. I'm glad Mike Mueller found a use for a few of those extra photos. He even mentioned my name as the car's owner. One photo in particular caught my eye. It was a nice side view of the car. On the back window which wraps around to the side, in full view, was a decal of the USA flag. Remember, this picture was taken in 1995, so I was displaying the flag long before 9-11-2001. I guess it's just another example of your Membership Director being ahead of his time.

STUDEBAKERS AT DAYTONA

Turkey Run show was a big success.

Each year, Mickey Prankas of the *Sunshine Chapter*, organizes the Studebaker contingent at the *Turkey Run* at the *Daytona Speedway*. He has secured a great location and invites all Studebaker owners to bring their cars and show them.

At the January meeting, member Bob Oakes reported that 24 Studebakers were parked in the designated area on Friday, and 32 were present on the Saturday after Thanksgiving.

I have always felt that we should support this effort, but there has been little enthusiasm shown from our chapter. The entry fee is about \$30.00, and that cost may be a prohibitive factor. This entry fee isn't too bad if you are one of those who chooses to attend the meet for more than one day. However, for those attending for just one day, it is pretty steep.

Perhaps we could have the chapter pay a portion of the entry fee. After all, those bringing their car are representing the *Orlando Area Chapter*. Maybe the chapter could pay half the fee, or some maximum such as, \$10.00. This way, the entrant would still pay a substantial amount for the privilege of looking at the other cars, shopping at the swap area, or standing around for 8 hours.

I think we should try to do something to help Mickey. He puts in a lot of time on this and he should get better support. Maybe reducing the cost of entry, by having the chapter pay a portion of the fee, would be a step in the right direction.

STATE MEET - PAST AND FUTURE

The *North Central Florida Chapter* did an excellent job of hosting the 24th annual State Meet. Although their members have helped the *Orlando Area Chapter* host prior meets in the Gainesville area, this was their first effort as the host chapter. I didn't count cars, vendors, or people, so I can't give you any figures. Of course, the numbers are not important. It is the environment and the mood of those attending that make the meet a success. From my perspective, it was a super meet and I'm so glad I was able to attend. If you missed this meet, not only will you get another chance this year, but you won't have to drive so far. Why? Read on!

The 25th annual State Meet will be hosted by our own *Orlando Area Chapter*. It will be the first time, since 1994, that we will have the meet locally. We're going to need lots of help, with the first priority being finding a meet chairman. I did it in 1994, and I'm removing myself from consideration

for this year. If you want to take a shot at it, let Dean know.

The second item of importance is locating a site to host the meet. We should resolve this matter at the March meeting. We need lots of people to help out. Besides the meet chairman, we need people to handle the car show setup, swap meet, judging, banquet setup, master of ceremonies, hospitality room, trophies, dash plaques, goody bags, to name just a few.

To get it started, the Ambrogios will take on two assignments. We will handle registrations and publicity.

Now, we need you to fill in the blanks. I've sent Dean a list of the jobs and duties as best I can remember from the last meet we did. If he has room, hopefully, include them in this issue. IF HE HAS ROOM (that's a joke.)

CHAPTER ELECTIONS

It's time for some new ideas!

We briefly touched on chapter elections at the February meeting. As best I can recall, Dean Gessner has been President since 1992, Paul White has been Treasurer since 1994, Jim Morgan has been Vice President since 1995, and I have been an officer every day of our chapter's existence, serving as Membership Director since 1986.

At present, we are without an Activities Director, and have been in this situation since 2000. All of the present officers have been serving far too long. Except for our Treasurer, Jerry Ray who replaced Bill Coffield in 2000, we haven't elected anyone new to the board since 1997.

At the meeting, I said that I would be willing to serve as President,

if someone would take over as Membership Director. I'll go out on a limb, and state that, I'm sure this has been duly noted in the meeting minutes.

However, I've changed my mind! A reshuffling of duties among the present officers won't solve our predicament. What we need are new bodies, brains, and the enthusiasm that accompanies them, to fill the positions. Maybe we should consider free dues (retroactive, of course) to the officers. Let's see, 19 years as an officer comes to \$190.00 (tens & twenties please!)

I propose that all the current officers resign at the April meeting. If no one steps in to fill the positions, then we should fold up the club and split the treasury among the current officers. Ideas?

SOUTHEASTERN ZONE MEET

From Bob Edwards

April is just around the corner. Please remember to tell your Chapter members about the ZONE MEET in Jacksonville, Fl. April 5,6&7, at the Marriott Hotel.

To download a copy of the Registration form go to: www.stude.com/SE/ OR www.stude.com, then open "LIST SITES" and tap on "Southeastern Zone Meet"

Remember to bring your dancing shoes. After the awards are presented a live band will play for your entertainment and dancing. Swimming is optional in the court yard.

"LET'S PARTY "

P.S. Vendor Space (Swap Meet Space) is free !!

STATE MEET CHAIRPERSONS AND DUTIES

BANQUET

Handle all items pertaining to the banquet including menu, table arrangement, door prize display, trophy display, tables for raffles, microphone, etc.

CAR SHOW PARKING

Set up the parking area by class. Insure that cars are parked in the correct class. create signs identifying the car classes. Area for the swap meet, tables for ballots, raffle tickets, etc. Helpers to direct traffic. Coordinate with judge, registration, and swap meet chairpersons.

DASH PLAQUES

Design and obtain dash plaques for inclusion in the goodie bags.

HOSPITALITY

Handle all items for the hospitality room including soft drinks, snacks, bulletin board, refrigerator, coolers, tables, information.

GOODIE BAGS DOOR PRIZES

.Include all items in the goodie bag including any donations, dash plaques, judging forms, meet program, and car id sheets (window).

JUDGE

Design judging forms, determine judging classes and type of judging, collect and count ballots, present awards at the banquet. Work with the car show chairman to make signs for the various classes to be used at the show. Coordinate with the car show and trophy chairpersons. Helpers to count ballots.

MASTER OF CEREMONIES

Preside over the banquet.

MEET CHAIRMAN

Oversee the meet. Be available to help the individual coordinators.

MEET PROGRAM

Create a meet program showing and contributors, sponsors, and schedule of events for inclusion in the goodie bags.

PHOTOGRAPHY

Take pictures and get them developed in time for inclusion in the awards. Select a suitable setting for the pictures.

PUBLICITY *Frank Ambrogio*

Notify Turning Wheels, Hemmings, Old Cars Weekly, other publications, as well as local paper, TV and radio stations.

REGISTRATION *Anita Ambrogio*

Handle all registration requirements for pre-registrations and day of show. Create design registration form, any raffle tickets, banquet tickets, etc. Hand out goodie bags at time of registration. Have boxes for money, area for door prizes, raffle prizes. Coordinate with the judge.

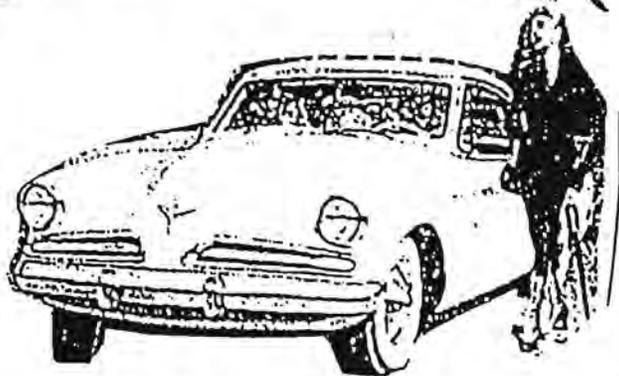
SWAP MEET

Set up area for swap meet during the car show. Coordinate with car show chairman.

TROPHIES

Handle all trophy related requirements, including design and type. order what is needed by class and have them all ready for distribution at the banquet. Coordinate with the Judge.

STUDEBAKER



MARCH 16, 2002 MIDDLE TENNESSEE CHAPTER 30th ANNUAL CAR SHOW

**Studebaker Car Show at the Shelbyville Agriculture Center
ALL INDOOR SHOW
2119 Midland Road, Shelbyville, TN**

We are excited to welcome back the orphan class again this year!
We are also excited to announce that this year we will have a TOY Show.
So, whether you want to have your toys judged or just display them,
bring those toys to show off! - More for all to enjoy!

REGISTRATION

VENDOR INFORMATION

Inside heated and cooled vendor area
Outside vendor area all in enclosed building
Inside space 10 x 10 \$20.00
Outside space 10 x 10 \$15.00

MOTEL INFO FOR SHELBYVILLE

Meet Hotel
Country Hearth Inn
Highway 231
931-680-1030
\$60 for a single
\$66 for a double
Mention Studebaker Drivers
Club when making your
reservation

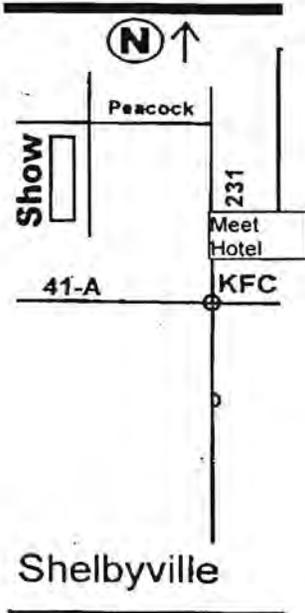
EVENTS

- *Swap Meet set up Friday, March 15 (12 noon-6 pm)
- *Car & Toy Show Saturday, March 16 (8 am-3 pm)
- *Car & Toy Judging Saturday, March 16 (11 am-2pm)
- *Swap Meet show Saturday, March 16 (8 am-3 pm)
- *Home made food booth and refreshments
- *BBQ Banquet dinner/trophies/door prizes
Saturday, March 16, 5:30 pm

Other Choices

Super 8
317 North Cannon Blvd.
931-684-6050

Best Western
724 Madison Street
931-684-2378



NAME _____
ADDRESS _____
CITY _____ ST _____ ZIP _____
PHONE # (____) _____ EMAIL: _____
MODEL/YEAR CAR SHOWING: _____
WATCH/MODEL/PEDAL CAR/TOY SHOWING: _____

*General Registration (due if having anything judged or displayed)	@ \$ 5.00	\$ 5.00
*Each Car	@ \$10.00	\$ _____
*Watch/Model/Pedal Cars/Toys (15 years old and under free entry for watch/model/pedal cars/toys)	@ \$ 5.00	\$ _____
*Banquet Ticket-Adult	@ \$10.00 # _____	\$ _____
*Banquet Ticket-Child (4-12)	@ \$5.00 # _____	\$ _____
*Inside vendor space	@ \$20.00 # _____	\$ _____
*Outside vendor space	@ \$15.00 # _____	\$ _____
*TOTAL		\$ _____
*Swap Meet Questions, contact Gene Cunningham at 931-684-5729		

MAIL REGISTRATION TO: MARIE BURKE, 6304 LEE ROAD, SMYRNA, TN 37167 - (615-459-7755)

NEWS FLASH FROM JESSER'S CLASSIC KEYS

CNN Headline News did a short news listing regarding Ford and GM's contributions to the relief and recovery efforts in New York and Washington. The findings are as follows...

1. **Ford**- \$1 million to American Red Cross matching employee contributions of the same number plus 10 Excursions to NY Fire Dept. The company also offered ER response team services and office space to displaced government employees.
2. **GM**- \$1 million to American Red Cross matching employee contributions of the same number and a fleet of vans, SUV's, and trucks.
3. **DaimlerChrysler**- \$10 million to support of the children and victims of the Sept. 11 attack.
4. **Harley Davidson** motorcycles- \$1 million and 30 new motorcycles to the New York Police Dept.
5. **Volkswagen**- Employees and management created a Sept 11 Foundation, funded initial with \$2 million, for the assistance of the children and victims of the WTC.
6. **Hyundai**- \$300,000 to the American Red Cross.
7. **Audi**- Nothing.
8. **BMW**- Nothing
9. **Daewoo**- Nothing.
10. **Fiat**- Nothing.
11. **Honda**- Nothing despite boasting of second best sales month ever in August 2001.
12. **Isuzu**- Nothing.
13. **Mitsubishi**- Nothing.
14. **Nissan**- Nothing.
15. **Porsche**- Nothing. Press release with condolences via the Porsche website.
16. **Subaru**- Nothing.
17. **Suzuki**- Nothing.
18. **Toyota**- Nothing despite claims of high sales in July and August 2001. Condolences posted on the website.

Whenever the time may be for you to purchase or lease a new vehicle, keep this information in mind. You might want to give more consideration to a car manufactured by an American-owned and / or American based company. Apart from Hyundai and Volkswagen, the foreign car companies contributed nothing at all to the citizens of the United States. It's OK for these companies to take money out of this country, but it is apparently not acceptable to return some in a time of crisis. I believe we should not forget things like this. Say thank you in a way that gets their attention. Pass it on.

My theory is: Buy em where you sleep ! Joey Jesser

2002

SOUTHEASTERN ZONE MEET

HOSTED BY:
NORTHEAST FLORIDA STUDEBAKER CLUB (NEFSC)

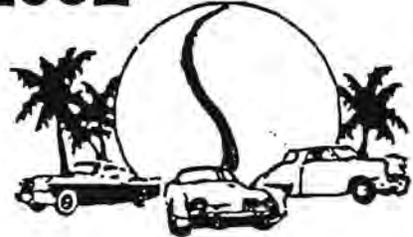
&
AVANTI CLUB OF FLORIDA (ACOF)

APRIL 5TH, 6TH, & 7TH 2002

JACKSONVILLE, FLORIDA

MEET REGISTRATION

NAME _____
ADDRESS _____
CITY _____ ST _____ ZIP _____
PHONE WITH AREA CODE (____) _____
SDC/AOAI CHAPTER NAME _____



GENERAL REGISTRATION

ADD \$10.00 AFTER MARCH 1, 2002

\$20.00 _____
10.00 _____

JUDGING (YEAR, MODEL, BODY STYLE, CLASS: STOCK/MODIFIED/CUSTOM)

STUDEBAKER

CAR #1 _____ 10.00 _____
CAR #2 _____ 5.00 _____
CAR #3 _____ 5.00 _____

AVANTI

CAR #1 _____ 10.00 _____
CAR #2 _____ 5.00 _____
CAR #3 _____ 5.00 _____

DISPLAY CAR _____ NO CHARGE
CAR CORRAL (FOR SALE) _____ 5.00 _____
SWAP MEET SPACE (10' X 20') _____ 15.00 _____

NOTE: WE WILL USE POINT STANDARDS FOR TROPHY AWARDS. THE SAME 400 POINT JUDGING FORM & DIVISION CLASSES WILL BE USED IN ACCORDANCE WITH THE OFFICIAL HANDBOOK, COMPILED BY LARRY SWANSON, PUBLICATIONS DIRECTOR, SDC. 1996.

AWARDS BANQUET NUMBER ATTENDING _____ X \$21.00 _____

INDICATE HOW MANY OF EACH DINNER CHOICE:

TOTAL AMOUNT ENCLOSED \$ _____

#1 CHICKEN _____ #6 BEEF _____

#1 CHICKEN VENETIAN; SAUTEED CHICKEN WITH PROSCIUTTO HAM, FRESH SAGE, WHITE CHEESE MEDLEY AND PORT WINE.

#6 MARINATED LONDON BROIL; THINLY SLICED SOY MARINATED BEEF TOPPED WITH CARMELIZED ONIONS AND CRISPY ORIENTAL NOODLES.

PLEASE MAKE RESERVATION EARLY TO INSURE SPACE. A CHOICE OF EITHER SOUP DU JOUR, FRESHLY TOSSED GARDEN SALAD WITH HOUSE DRESSING, OR SEASONAL FRUIT CUP; CHEF'S SELECTION OF VEGETABLE AND POTATOES, RICE OR PASTA; WARM ROLL W/ BUTTER; AND A DELECTABLE DESSERT, COFFEE, DECAF, AND ICE TEA.

PAYMENT: MAKE CHECKS PAYABLE TO: NORTHEAST FLORIDA STUDEBAKER CLUB - SDC.

SEND REGISTRATION AND PAYMENT TO: STEVE & PAT FLOWER, 1155 PEBBLE RIDGE DR.
JACKSONVILLE, FL 32220 PHONE: (904)378-5310

HOST HOTEL: JACKSONVILLE MARRIOTT HOTEL
4670 SALISBURY RD. JACKSONVILLE, FL 32256 RATE: \$59.00/NIGHT+TAX

RESERVATIONS: 1-800-584-2842 OR (904)296-2222
MENTION 'STUDEBAKER DRIVERS CLUB' FOR DISCOUNT

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
8721 HWY 48
YALAHA, FLA. 34797



TO:

316.54 Frank & Anita Ambrogio
~~31700~~ Wekiva River Road
Sorrento, Florida 32776-9233



STUDEBAKER, THE CURE FOR THE COMMON CAR

32776-9233

GREASY PRINTS

STUDEBAKER DRIVERS CLUB
BI-MONTHLY PUBLICATION
ORLANDO AREA CHAPTER



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

WWW.ORLANDOSDC.COM

VOLUME 19

NUMBER 3

March-April 2002

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

Minutes of the February 9, 2002 meeting of the Orlando Area Chapter, SDC

Members present were Gessners, Ambrogios, Whites, Morgans, Gormicans, Cramps with son, Brian, Rays, Don Dodgen, and Sam Dixon (57 Silver Hawk owner).

Minutes of the January Meeting were read by the Secretary. Approved as read.
Treasurer Ray reported the chapter bank balance of \$1894.75. Approved as reported.
Membership chair Ambrogio reported OAC has 43 paid members.

There was a short discussion of the State Meet location search. Bob Oakes reported on a few Lake Co. possible locations. The search committee hopes to have enough information by the March 9 meeting to suggest the possible locations.

The question of a Chairperson for the State Meet arose. Nothing was decided. There were no apparent volunteers.

Dean Gessner suggested that we start looking and asking for Goodie Bag donations.
Bob Oakes described and suggested a Cakewalk fundraiser as used by some other clubs.
Dean suggested raffle items. A chapter dreamer suggested a car raffle.

There was a short question and answer period regarding a Chapter owned interchange book.

Reminder of elections coming in April. Paul White suggested we think hard on this subject until the March 9 meeting where we will ask for volunteers and perhaps avoid an election.
Frank Ambrogio volunteered to become President - again - if the current Secretary would take over the Membership Department. Dean volunteered to become Secretary. That leaves only the Treasurer and Activities Director unpaid positions to be filled. Actually the Secretary thinks that the Treasurer could be seduced to continue leaving only the important position of Activity Director to be filled.

Frank Ambrogio attempted to give member DeFazio \$2 for overpayment of dues last month. I think it was resolved by Committee.

Sam Dixon is going to look into a Website for the OAC.

Dean reminded all of the Leesburg car show coming up on March 2 at Wendys in Leesburg \$10 pre-registration. Secretary predicts two members will win giant Trophys!

Bob Oakes reminded of his favorite show at UCF on Mar. 29-30 at Holiday Inn. The favorite part is the two free meals included in the \$20 registration fee.

Sharon Cramp reported that a possible St. Meet site at that same Holiday Inn. Room rate \$59. Banquet specifics to be determined.

**25TH ANNUAL
FLORIDA
STATE MEET**

**ORLANDO MARRIOTT
LAKE MARY, FLORIDA**



**OCTOBER 25-26, 2002
HOSTED BY THE
ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB**

LOCATION: ORLANDO MARRIOTT AT LAKE MARY - 1501 INTERNATIONAL PARKWAY AND STATE ROAD 46A, ONE BLOCK WEST OF INTERSTATE 4 EXIT 51A. TEL 407-995-1100, FAX 407-995-1150

ROOM RATE: \$69.00 PER NIGHT + TAX (MENTION STUDEBAKER DRIVERS CLUB)

FEATURES

BRAND NEW FULL SERVICE MOTEL OPEN JUNE 2002

CLOSE TO RESTAURANTS, SEMINOLE TOWNE CENTER MALL, AND THE MANY STORES ON LAKE MARY BOULEVARD

CAR SHOW - PARTICIPANT'S CHOICE JUDGING

FREE SWAP MEET - BOTH INDOOR AND OUTDOOR SPACES (TABLES INCLUDED)

BANQUET WITH CHOICE OF CHICKEN OR PRIME RIB

1

MORE INFORMATION WILL BE AVAILABLE IN THE NEXT ISSUE

Minutes of the March 9, 2002 meeting of the Orlando Area Chapter, SDC

Members present were Whites, Ambrogios, Rays, Gormicans, Golubs, Bob Coolidge, Bob Oakes, Gessners, Cramps, Oakes

Paul White read the minutes of February 9 meeting which were approved as read.
The treasurer reported a new balance of \$1912.75

Old Business: Search committee member Anita Ambrogio passed out info on her research. This covered three possible locations. Marion White followed with her information on two locations. Dave Cramp on his findings at UCF convention center. Comparisons were made by Dean Gessner and also by Jerry Ray. Both presenters answered several questions. Paul White entered a motion to vote your preference of location by written ballot. Someone seconded it. Vote was taken including the 2 Morgan phone in votes and the winner chosen by the membership was the Marriott at Lake Mary. Vote was 11 to 8.

Dean Gessner reported on the recent Leesburg show where two OAC members were awarded giant trophies. Frank Ambrogio and Jerry Ray were the recipients. The event raised \$2,000 for a sick child.

Sam Dixon said he had been to the York, Pa. swap meet where the raffle car was won by a school teacher who had purchased only 1 ticket and almost to believe that she had won when called by the Keystone raffle chairperson.

Back to the State Meet. Sam Dixon offered to develop a logo for the meet and to present it to the membership at the next meeting. He will incorporate it into the T-Shirt design which will be ready for the meet. He also suggested that we make registration available on the internet and he will set that up.

There was a discussion regarding judging at the meet..Dave Cramp thought we should have some form of point judging. Some others favored Participant Choice instead. Paul White suggested that for those who wanted and were willing to pay for point judging that we bring in qualified judges from AACA or some other organization. Finally Bob Coolidge moved that we adopt the Participant Choice plan.

Next came the request for volunteers from President Gessner. Frank Ambrogio offered to be the meet chairman. There were no objections. Sam Dixon offered to be Master of Ceremonies at the banquet. Again no objections. Dave Cramp signed on for Goody Bag chair, Jerry Ray for Swap Meet and Parking, Bob Coolidge for Dash Plaques and Trophies, still not an objection to be heard. Photography was snapped up by Sam Dixon. Sensing that they could possibly be left out the Chapter Women moved in force and took the reins of Banquet (Anita A.), Hospitality (Marion W. & Sharon C.) The only things left were Registration and Table Centerpieces which attracted Anita Ambrogio and Publicity which her husband excels at.

The Secretary apologizes if he has left anyone out. It is a rare experience when he has to record so many volunteers in such rapid fire order. It was suggested and agreed upon that Anita A. would be reimbursed for the centerpieces provided.

Sam Dixon announced that he will have the new Orlando Chapter website up and running April 1. He also will be looking for pictures of member's cars in the near future for a calendar project that he is working on. This has the potential of helping the chapter treasury. More details will be forthcoming.

Paul White reported that the missing Interchange Book owned by the chapter had been found—in his garage file cabinet. It seems that there has been little or no demand for it and it was forgotten. It is available to any member by request.

There was a brief discussion of elections at the upcoming April meeting. Nominations received were: Bob Coolidge for Membership, Jim Morgan for President, Dean Gessner for Vice-Pres. Jerry Ray for Treasurer, Sam Dixon for Secretary. Dean has offered to continue doing the news letter unless someone else would like to take on the challenge. There were no candidates for Activity Director. That position has been vacant since 2000.

The April monthly meeting will be held at the April picnic. No changes were announced. The date remains April 21 on Merritt Island at Kelly Park.

John Gormican announced that on June 15 there will be an antique plane fly-in at Bob White airport in Apopka. OAC is invited along with the T-Bird club.

There will also be a Blue Grass Festival May 4 & 5 at Magnolia Park on Dinion Rd at Lake Apopka. Admission is free if you drive a vintage car. Otherwise \$5

Goodies were provided by Dean & Jean Gessner. Thanks Gessners!

The 50/50 was won - finally- by your soon to be retired Secretary.

Respectfully submitted,
Paul White, Sec'y.

May SDC Activity

Saturday May 4th Magnolia Park Bluegrass Festival (third annual)

HIGHLIGHTS: Local bluegrass bands
Vintage cars
Wildlife exhibits
Craft vendors
Childrens activities
Camping

Entrance fee: \$5 DRIVE YOUR STUDEBAKER AND ENTER FREE

Magnolia Park, Orange County Parks & Recreation Department

Directions: Exit 30 off of 429 (turn right) on to Ocoee-Apopka Rd., then turn left on Binion Rd. to the park. Alternate directions: 435 (south) out of Apopka to McCormick Rd (past Gormicans). McCormick dead ends on Ocoee-Apopka Rd., turn right and about 1/2 mile is Binion Rd. on left.

time: gates open @ 10:00 a.m. (Whites hope to get there soon after) Bring your picnic lunch!

Further information from the park management: 407-886-4231



MEMBERSHIP REPORT (one last time)

By Frank Ambrogio, MD (Membership Director)

March 11, 2002

Writing for Greasy Prints is really great. I can write virtually anything about anyone and never worry about any repercussions. One thing I've learned over the last 18 years, is that no one reads this stuff. If they do, they don't remember any of it.

Last time I goofed when I introduced new member Sam Nixon. Sam's last name is Dixon, not Nixon. So, this time I'd like to correct that error and welcome new member Sam Dixon who lives in Casselberry and owns a 1957 Silver Hawk. I'd write a lengthy apology, but why bother if no one is going to read it anyway. Besides, it wasn't all my fault. Same paid his dues, but didn't turn in the registration form. This puts our membership total at 45 families.

Sam has made an impressive debut by taking over management of the chapter's web site. He has secured a domain name, **orlandoSDC.com** and said the site would be operational by April 1. I hope this isn't just another April Fool's joke!

Sam outlined a few plans to post the newsletter on line, and also offer on line, membership renewals with credit card payment. He will also post information on the State Meet, with on line registration, again featuring payment by credit card.

For an encore, Sam provided the details on a proposed Studebaker calendar. He has offered to pay all the initial costs, and then share the profits with the chapter, the Studebaker National Museum, and various charities. He will use

chapter member's cars in the calendar, and the car's do not have to be perfect. Hopefully, he will provide more accurate details for inclusion in the newsletter.

I have to say this is most impressive, especially for a guy who doesn't even know how to spell his own last name! Oops, that was my fault. However, if this is what happens when I spell a new member's name wrong, I think we should make it standard procedure!

We had a lively meeting on March 9. The most important item to surface was that Bob Coolidge has volunteered to take over as our Membership Director. So, after a lifetime and a half of being an officer in this chapter, I am going into retirement. I don't recall any other volunteers for this job, so I believe Bob will be running unopposed. *I sure hope he wins!*

We did discuss some other, much *less interesting*, items such as the State Meet, the host hotel, and the various jobs to be handled during the meet. I doubt that anyone cares about any of that, and I assume it will be covered in the meeting minutes. But I like to help Dean fill these pages, so here is a little more information, from the Membership Director's point of view.

After so many years of membership apathy, I was so happy to see that several members made concerted efforts to check out area hotels, as possible host sites. We had more hotels to select from than any other time in the past.

There were several sites that were suitable, and it was a matter of trying to determine which one offered the best value. Value, in this case, means not just the lowest price, but the overall environment. Many factors have to be considered, and that is probably why it was discussed at such length.

After much debate, the members finally pared the list to two sites. Our Secretary insisted that we all vote by secret ballot, and I think this was a good idea. It allowed everyone to express their desire, without worrying about offending anyone.

The members have spoken, in numbers even larger than the seventeen in attendance. An impartial counting of the ballots cast, was performed by our President and the final tally was 11 to 8.

So the 25th Annual State Meet host hotel will be the *Orlando Marriott in Lake Mary*. The location is at the intersection of International Parkway and State Road 46A, one block to the West of I-4, exit 51A.

The Marriott is currently under construction, with a scheduled opening set for June. I guess we better keep our fingers crossed on that opening date. If they miss their target opening by more than four months, we may have to *brown bag* it, and bring our own pup tents. *I guess we will have to adjust the prices accordingly.*

The Marriott is a full service hotel and allows us to have the entire meet in one location.

An ever greater shock, to me, and a most pleasant surprise, was that we got volunteers to handle all the meet duties. The only plausible

explanation is that their bodies had been taken over by aliens.

I was so caught up by this outpouring of enthusiasm, that in a true moment of weakness, I volunteered to act as the meet co-chairman along with President Dean Gessner.

We will have more information as things progress. One thing I'd like to mention is that we will be staging a lunch or dinner at the Marriott on Saturday, August 10th. This will give us the opportunity to check out the hotel facilities.

The office of Activities Director remains vacant. No one has stepped up to take over this position. The last few members who served in this capacity all resigned out of utter frustration. They started with such vigor, only to encounter a lack of support from the membership.

It seems that no one was interested in participating in the scheduled activities. I think it's because our interests are too diverse. I would rather participate in more car shows. Others want us to schedule more social events.

Perhaps we should consider eliminating this position. We have proven that over the last several years, we can function just as happily without an Activities Director.

As I stated earlier, Bob Coolidge will be taking over the job of Membership Director. Therefore this is my last message in that capacity. I'll be busy working on the State Meet. Hope everyone will make an effort to attend and help. If you do attend, DO NOT hand your renewal and dues money to me.

I just might leave town with it!

DAYTONA TURKEY ROD RUN Nov. 2001

by, Bob Oaks

Paul White and I arrived at the Daytona track about 10 AM. Gate 50 was backed up for almost a quarter mile waiting to enter. So we decided to move on to gate 70, another surprise the entrance was blocked pff from west bound traffic. We then moved down to the airport entrance and made a U turn. Thankfully the traffic allowed us to merge into the lane. There are still a few courteous people in this world.

We moved on thru the reception gate, since I had previously registered and was directed to the parking area for Studebakers that Mickey Prankas had somehow had secured. I think was one of the best parking areas at the track.

Every person entering the track thru the traffic tunnels walked right by our Studebaker area. The first cars they see are the Studebakers.

Mickey Prankas had set up a 10x20 tent so people could view the display of Studebaker literature. The tent also provided a break from the Florida sunshine. The Temp. was in the low 80,s, No rain in sight. The Sunshine Chapter arranged for 34 slots for parking cars. Before this day was over 27 cars had arrived for veiwing.

Paul White scouted the vendors for Stude stuff but came up empty handed. Many people asked questions about the club and the history of the Studebaker Company. Mickey had set up quite a display of pamphlets, national registration forms, and Sunshine Chapter registration forms. I also placed Orlando Area chapter reg. forms out. A large number of forms "Disappeared" Hopefully they will be used. I talked with several people that were interested in the National club and took national forms.

There were also many people who stopped in to visit that already were National members who were in Fla. on vacation.

Paul and I left the track about 4oclock arriving at Pauls home around 5 pm. where Dolores and I were treated to a tasty meal at the White House. Thank you Paul and Marion,

The next day I arrived at the track about 9:30 and to my surprise no waiting line , drove right straight in at gate 50. Mickey and crew were already there and had the display in full swing. The weather was again all sunshine and no rain. Temp. was in the high 70,s. Many more people were at the track today, could never get a clear break to take pictures of all the Studes. Before Saturday was over 34 Studes were on diaplay. Mickey had a group picture taken of all the Stude-Nuts there and hopefully will have it in Turning Wheels.

As an added attraction Mickey and his chapter furnished everyone there witha tasty meal, Everyone there kicked in a donation to help pay for the meal. I left the track again about 4 oclock, looking forward to next year and more OAC members in attendance

SPRING FLING IN THE PARK

by. Bob Oakes.

9th. Annual Antique and Custom Car Show. Presented by the Thunder Road Cruisers

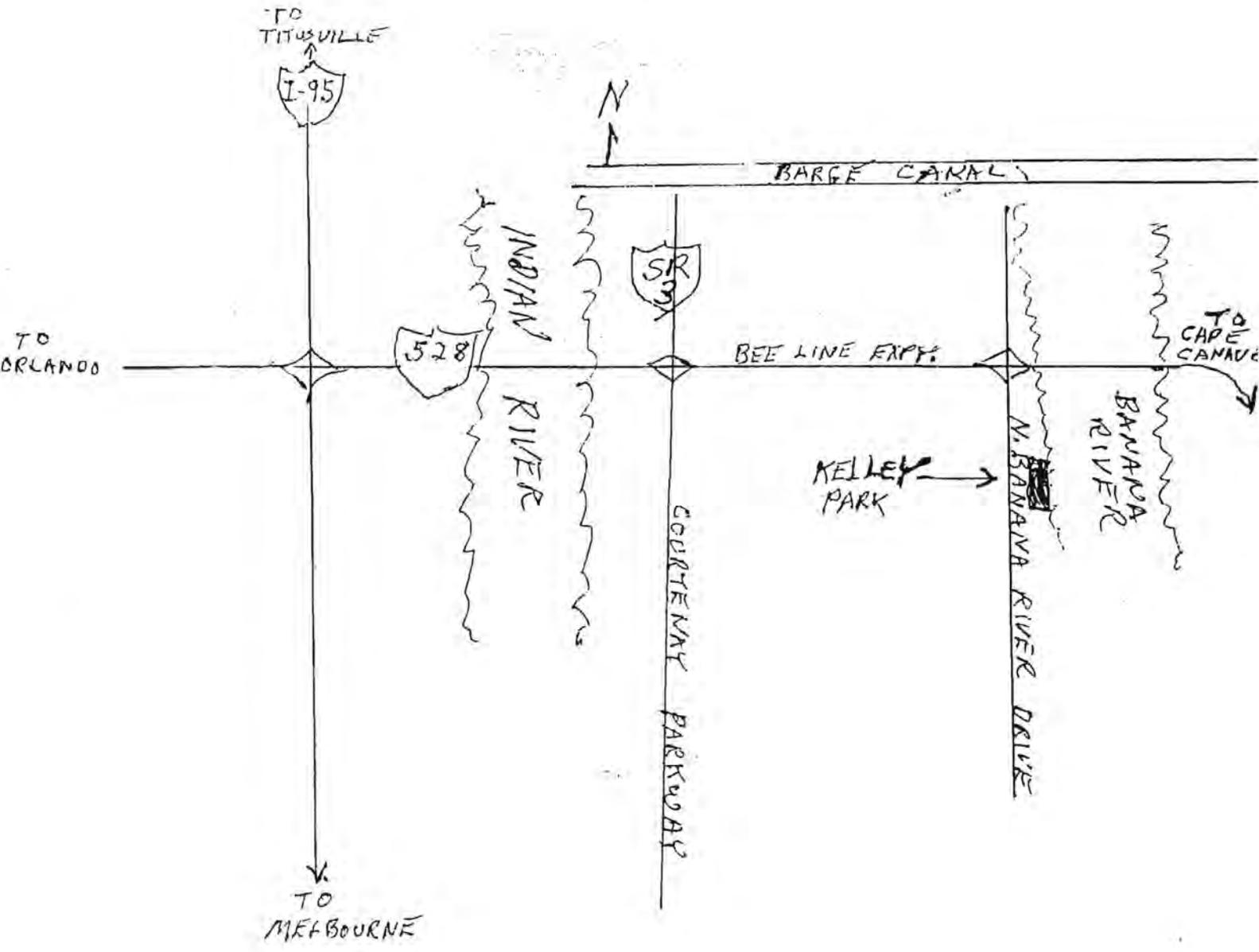
Arrived at Ferran Park in downtown Eustis at 9am. Already about fifty cars present, cloudy morning temp about 65°. All kinds of food available ,skys cleared up by the afternoon. Joe Monte "DJ" said there was over 125 cars registered for the Judging began a little early because of the large turn out, but was finished by 3 oclock, Just about every car entered received a door prize.

There were three Studes entered, my Blackbird, a 1963 Avanti, R2 Automated from Eustis and a 1939 Coupe Express Fiberglass Kit truck. This truck was painted a bright orange metallic with a superb interior also done in a darker orange. The pickup box was painted in a fading color of orange to light orange. This Truck was awarded first place in custom truck class. The running gear was chevy,it had slant eyed headlights and just stood out among all the rest of the entryes. The trophies were awarded about 4 oclock. Dolores and I left about 4:30 after having supper there.

-----ATTENTION---

There will be no buisness meeting at the Sanford location in april . The buisness meeting will be held at the Spring Picknic location. Thank You . !!ATTENTION!!

ORLANDO AREA CHAPTER, STUDEBAKER DRIVERS
 CLUB THIRD ANNUAL SPRING PICKNIC AT
 KELLY PARK, MERRITT ISLAND SUNDAY, APR. 21 2002
 Lunch at 1 PM. As always bring everything
 you need and a dish to pass.



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 ROBERT W. & DOLORES H. DAKES

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 203 Palm St.
 Fruitland Park, FL 34731
 352-385-0743

5/1 to 10/1
 1152 Ct. Rt. 38
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 315-384-3926

www.Studebakerracing.com

Bob Coolidge
 407-695-4992



Studebaker

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 - SDC
DEAN GESSNER - EDITOR
8721 HWY 48
YALAHA, FLORIDA 34797

TO :

Frank & Anita Ambrogio
31654 Wekiva River Road
Sorrento, Florida 32776-9233



www.orlandosdc.com



GREASY PRINTS

STUDEBAKER DRIVERS CLUB
BI-MONTHLY PUBLICATION
ORLANDO AREA CHAPTER



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CHARTERED JUNE 19, 1984

WWW.ORLANDOSDC.COM

VOLUME 19

NUMBER 4

May-June 2002

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

Well as usual Im late with the newsletter again, Seams like theres never enough time for everything. At the last meeting we had our officer elections. So here are the results. Pres. Dean Gessner, V.Pres. Jim Morgan, Sec. Sam Dixon, Trea. Jerry Ray, Mem. Director, Bob Coolidge, And we still have no Act. Director.

The spring O.A.C. picnic turned out to be a beautiful day in the park in Merritt Island, There were about fifteen people who turned out for the event. Thanks again to Jim and Ann for starting the fires for the barbegue.

At the last meeting we went over a lot of things needed for the state meet. We decided to have a special meeting in Aug. at the Marriott Motel to aquaint our selves with the layout of the hotel and grounds for set up of the state meet. Well meet at the regular time of 7pm on Aug 10.

On June 15 we have been invited to a fly-in at the Bob White air field just west of Zellwood. Hours are 10am to 2pm. Also the T-Bird club has been invited. So come out and show off your Stude. There will be food and drink at the airfield.

Sam Dixon reported that the OAC website is up and running and he could use more items to include on it. Sam asked for pictures and information of your favorite Stude to include on the site.

In this newsletter there is a lot of information on the state meet coming up. Since we will not be having another meeting untill Aug. it would be difficult to get any items to Dave Cramp for the goodie bags and doorprizes so send him a note or email him to let him know what you have.
Daves Ph. # 407-396-6830
Adress 1091 Pineview Trail
Kissimmee, Fl 34747
Email "Dave Cramp" <scramp@aol.com>

On a sad note. One of our Stude
Members have died. Delores Oaks
died from a cancer she was fighting
in her home state of New York. We all
wish Bob and his family the best.

As discussed at our last meeting
we need sponcers for the state meet.
The more outside help we get, the
lower our costs will be. In this
newsletter are letters you can bring
or send to any businesses in your area,
along with a meet flyer and a sponsor
reply form. If you have any questions
contact Anita Ambrogio.

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SDC May Event

Saturday, May 4th was a warm day, but in the shade of the Magnolia Park trees with a most cool breeze coming off Lake Apopka made for such a pleasant time. We were the only ones showing up with a Studebaker, but what a good time we had. (Fun conversations with many about the Studebaker they had when growing up!)

The six Bluegrass groupes that performed (10:00 a.m. 'til 2:30 p.m.) were so entertaining; what talent!! We were especially taken with two groups in particular: one with two guys from UCF playing a banjo and the other a mandolin and how they could sing as well. The other favorite a young male violinist and wow, how he could fiddle!! The time flew buy all too quickly!

Paul came back with a lighter wallet than he arrived with; such interesting "stuff" in the craft section: found some really unusual gifts for all those people so "hard to buy for"!

I've never seen so many young families: such darling tots and babies!

We're happy to be introduced to Magnolia Park; the staff was so helpful and offered us a ride in their bench seat "golf" cart to show us around their campgrounds. We're looking forward to next May (first weekend) for the annual Bluegrass Festival with Bluegrass Bands coming from all over the state.

Sorry Ya'll missed it, but what a great time we had!!

by Paul White

STATE MEET UPDATE

Gessner & Rusty DeFazio)

By Frank Ambrogio (Co-Chairman, with Dean

Things have been moving along on the State Meet. I have placed notices of our meet in Car Collector, Cruise News, Cruisin' Style, Hemmings Motor News, Old Cars Weekly, Orlando Sentinel, Turning Wheels, and Cars & Parts. All of these notices were free, with the exception of Turning Wheels.

I have also submitted our registration form to Turning Wheels. It should run in the August and September issues.

If there is a publication that will offer us a free listing in their calendar section, please send me the name and address of the publication and I will send the necessary information to them.

Anita & I mailed 75 packets requesting support for our meet. The notice consisted of three pages, a cover letter, donation form, and a flyer. We mailed 40 packets to the supporters of our Studebaker Vendors web site (www.StudebakerVendors.com), and 35 to local area businesses Anita also mailed those same packets to many of you who have shown a little bit of initiative, in the hope that you will help solicit support for the meet.

The notice requests donations for our goody bags, trophy sponsors, and business card ads in the meet program. Items for the goody bags can be anything in any amount. Trophy sponsors are \$20 for one trophy, or \$50.00 for an entire class (3 trophies). Business card ads are \$10.00.

Dave Cramp is handling the goody bag project. Since we will not be having a meeting until August, when we will get together at the Marriott-Lake Mary, it will be difficult to get any items to Dave. So, if

you have anything for the goody bags, let Dave know what you have. You can call him at 407-396-6830, write him at 1091 Pineview Trail, Kissimmee FL 34747, or email him at scramp@aol.com.

So far, we only have two registrations for the meet. One is from yours truly, and the other is from John & Clarice Loerop of Del Ray Beach. John is the Treasurer of the Sunshine Chapter. This is good in that it means that our information has reached that area of the state. I'm sure Mickey Prankas has done his part to get the word out.

At our May meeting, it was decided that we would have a plaque with a picture of each winner's car, as our trophy awards for the meet. Bob Coolidge is making the necessary arrangements for this part of the meet. He is also handling the dash plaque project.

I am not sure how many more newsletters we will receive prior to the meet, but I will try to keep everyone updated on our progress as I learn it myself.

We can always use help, and one area where it is critical is directing the Studebakers to their proper parking location on the day of the show. Jerry Ray is handling this job, and if you'd like to help out, let him know. Jerry can be reached at 407-699-5364 (**before 7:30 pm**), by mail at 1012 Cama Ct, Winter Springs FL 32708, or by email at r1957hawk@aol.com

This is the one big event we have each year in which we get to enjoy our Studebakers and our friends. I certainly hope that every one of you will try to be a part of the show on the weekend of October 25-26.

WE By Frank Ambrogio (member at not so large)

In case you missed it in the last issue, for the first time since 1985, I am no longer the membership director for the *Orlando Area Chapter*. **Bob Coolidge** has taken on the job, and I have turned over all the records to him. If you have any changes to your membership information, you will have to pass it on to Bob directly. Do not hand it to me and expect me to act as the middleman. Keeping your membership up to date is your responsibility.

With that in mind, and with this new change in our membership director position, I think now is a good time to clarify something about the duties of the membership director.

Many years ago, one member stood up at a meeting and asked “what are we doing to attract new members.” Everyone looked at me for an answer, but I simply replied that I did not understand the question. If he didn’t know the answer to his own question, he simply did not understand how a volunteer organization such as ours, works.

His question was, “what are WE doing”, but the implication was “what is Frank Ambrogio doing” to attract new members. The answer to that question is, NOTHING. It is not the membership director’s job to attract new members. That job is the responsibility of EVERY member in the chapter. Every member should carry a spare membership form, or two, in each car, especially our Studebaker. We should also carry an SDC membership form.

So, when this member asked “what are WE doing”, technically his question was correct. But, if he were doing his job, he wouldn’t need to have asked the question. If someone asks about your Studebaker or

our chapter, you should hand them a membership form, or get their name and address, and forward this information to the membership director. Then the membership can make contact with the individual and see what develops.

The membership director maintains the roster and processes renewals. That’s it! He can try to attract new members, the same as the rest of us should do. But, attracting new members is not his responsibility. In a club, such as ours, everyone must pull together to make our chapter stronger, from the officers, down to the most uninvolved member.

Just because someone offers to take on one of the officer positions, that doesn’t mean the rest of us can just sit on our hands. We all have to be involved. The officers are there to provide some sense of structure.

Another area where everyone has dropped the ball, is the newsletter. The editor merely gathers the information submitted, by us, puts it in a readable format, and then, mails it to the members in a timely manner. It is not his duty to write stories for our enjoyment. That is our job. In many recent issues, the only items to appear in the newsletter were the minutes and the membership director’s report.

The editor deserves more support than he has been getting. That is our fault. If each member submitted just one item, the editor would easily have enough input for the full year. It’s so easy, yet it just doesn’t get done, and that’s a shame.

So, the next time you feel like asking a question, make sure that question doesn’t include the word, WE.

**ORLANDO AREA CHAPTER
STUDEBAKER DRIVERS CLUB
31654 WEKIVA RIVER RD
SORRENTO FL 32776-9233**

Dear Sir or Madam:

SUBJECT: Studebaker Car Show and Awards Banquet

The *Studebaker Drivers Club's* 25th Annual Florida State Meet will be held at the Orlando Marriott in Lake Mary on the 25th and 26th of October 2002. This year's event will be hosted by the *Orlando Area Chapter*, and will mark the first time it has been held in this area since 1994. I've attached a flyer with more information. The main feature of the meet is the Saturday car show, and the awards banquet later that evening.

One of our major expenses is the purchase of trophy awards, and we are always looking for help in offsetting that cost. We will be giving out 39 trophies in 13 classes (3 per class), plus one Best of Show award. We are looking for businesses that would like to sponsor a trophy. We would list the business in the meet program and announce it as the sponsor, at the banquet. If you would like to help us out, we offer an individual trophy sponsorship for \$20.00 or you can sponsor a complete class (3 awards) for \$50.00.

We are looking for door prizes, as well as items to put in our "goodie bags" such as pens, letter openers, key chains, note pads, etc., any of which can have your company name and logo on them. We expect to have about 120 registrations, and consequently we will pass out the same number of goodie bags. Not every goodie bag will have the same items in them, so if you want to donate items in a smaller amount, that is acceptable.

Also, space is available in our meet program for business card ads. Cost is \$10.00. Please enclose your card along with your check.

If you would like to make a contribution to our show, please fill out the attached form, make any checks payable to: Orlando Area Chapter – SDC. Mail checks or other items to the address shown above. Even if you can't help us with our show, we invite you to come take a look at all the cars that will be on display Saturday, October 26th. We expect to have between 75 and 100 Studebakers in the parking lot. The last Studebaker was produced in Hamilton, Ontario Canada in 1966, so our show is a little different than the average old car show.

If your product line would fit in with our show, we invite you to set up a booth on Saturday, right on the show grounds. We would, of course, need to know this ahead of the show date, so we can make the proper arrangements.

Thank you for your time. I hope we will be hearing from you. If you would like to call me to come and pick up your donation, my number is _____.

Sincerely:

To: Orlando Area Chapter
Studebaker Drivers Club
31654 Wekiva River Rd.
Sorrento, FL 32776

Trophy Sponsorship One Trophy \$20.00 _____ *

Trophy Class (3) \$50.00 _____ *

Door Prize(s) Gift Certificate – amount \$ _____

Item Description _____

Pickup required? Y__ Date available _____

Goody Bag Items

Pickup required? Y__ Date available _____

Meet Program Ad (\$10.00 business card size) \$10.00 _____ *

Exhibition Space requested Y_____ N_____

Company Name: _____

Point of Contact: _____

Address: _____

City/St/Zip _____ Phone: _____

*Make Check payable to: Orlando Area Chapter, SDC

Thank you for your contribution!

7
STUDEBAKER DRIVERS CLUB

**25TH ANNUAL
FLORIDA
STATE MEET**

**ORLANDO MARRIOTT
LAKE MARY, FLORIDA**

OCTOBER 25-26, 2002

**HOSTED BY THE
ORLANDO AREA CHAPTER**



LOCATION: ORLANDO MARRIOTT AT LAKE MARY - 1501 INTERNATIONAL PARKWAY
AND STATE ROAD 46A, ONE BLOCK W. OF INTERSTATE 4 EXIT 51A.
TEL 407-995-1100, FAX 407-995-1150
WWW.MARRIOTT.COM (THEN SEARCH FOR LAKE MARY FLORIDA)

ROOM RATE: \$69.00 PER NIGHT + TAX (MENTION *STUDEBAKER DRIVERS CLUB*)

FEATURES

BRAND NEW FULL SERVICE MOTEL OPEN JUNE 2002

CLOSE TO RESTAURANTS, SEMINOLE TOWNE CENTER MALL, AND THE MANY
STORES ON LAKE MARY BOULEVARD

CAR SHOW - PARTICIPANT'S CHOICE JUDGING

FREE SWAP MEET - BOTH INDOOR AND OUTDOOR SPACES (TABLES INCLUDED)

BANQUET WITH CHOICE OF GRILLED CHICKEN OR TENDERLOIN TIPS

INFORMATION

ON THE WEB

WWW.ORLANDOSDC.COM

Email: info@orlandosdc.com

ON LINE REGISTRATION AND PAYMENT BY CREDIT CARD
AVAILABLE AFTER APRIL 15TH

BY PHONE

DEAN GESSNER 352-324-2230
RUSSELL DEFAZIO 407-767-6425, 407-699-6074

BY MAIL

ORLANDO AREA CHAPTER-SDC
31654 WEKIVA RIVER RD
SORRENTO FL 32276-9233

INDIAN RIVER FESTIVAL, TITUSVILLE FLORIDA, APRIL 28 & 29 2002

By Jerry Ray

We decided at the last minute to ride over to Titusville for their car show and festival. The car show is two separate days with an entry fee of \$10.00 each day.

We went on Saturday and it was a real nice day. The festival includes carnival rides, crafts, live music and food. There was also a tour of the river to see the dolphins and manatees. They parked the cars by the water so there was a great breeze, even some covered picnic tables. There was an estimated 100 cars in the show, from new Impalas to rods. All years, makes and models were represented.

Voting was by People's Choice and we won one of the 10 awards given out.

What a great relaxing day it was. Just hope we remember it next year!

STUDEBAKER HISTORY

BY LEIGH MORRIS

In 1955, James Nance, who was president of Studebaker-Packard, initiated talks with Renault to determine if there was any possibility that Studebaker could serve as the U.S. distributor of Renault automobiles.

Several meetings were held between executives of the two companies, but Nance finally decided to delay any final decision until 1957 or 1958.

By early 1956, Studebaker-Packard was in real danger of total collapse. That is when the Eisenhower administration stepped in and brokered the deal with Curtiss-Wright.

It also was at this time that Daimler-Benz and Studebaker-Packard reached an agreement that gave Studebaker the exclusive North American distribution rights for Mercedes-Benz automobiles.

In 1959, Daimler-Benz attempted to purchase a large block of Studebaker-Packard preferred stock. Though this would have given the company a needed infusion of cash, Studebaker-Packard board member Abraham "Sonny" Sonnabend blocked the move, contending the Daimler-Benz would be "undesirable stockholder" and warned that might get control of the corporation. As a result, nothing ever came of the Daimler-Benz initiative.

THE GREAT RACE

The 2001 Great Race will run from June 17th to the 30th and features pre-1951 vehicles and pre-1960 sports cars, race cars and motorcycles. They may be stock or as modified in their era of manufacture.

The 4,000 mile race route is from Atlanta, Georgia to Pasadena, California. The odyssey features the most beautiful back roads in America with forty plus cities hosting pit stops, lunches or overnight stops.

Scheduled stops in Arizona include

- 6/27 - Overnight in Flagstaff on Leroux Street at 5:30 pm
- 6/28 - Morning pit stop in Williams on Route 66 at 7:40 am
- Lunch in Kingman at the Visitor's Center at 10:45 am
- Evening pit stop in Bullhead City at Community Park at 2:10 pm
- Overnight stop in Lake Havasu City on McCulloch Blvd at 5:30 pm

SDC member Larry Swanson will be taking part in the race as a Tour Car driving his bright red 1964 Daytona. It is one of the newest cars entered so it is usually one of the last two or three cars scheduled to arrive at each stop during the race. Be sure to go over and say hello if you are in one of the cities where the race stops.

To learn more about the Great Race visit the web site at <http://www.greatrace.com> and check out the story in your June *Turning Wheels*.



STUDEBAKER DRIVERS CLUB, INC.

25TH ANNUAL FLORIDA STATE MEET

OCTOBER 25-26, 2002

ORLANDO MARRIOTT - LAKE MARY

(I-4 EXIT 51A at SR-46A)

HOSTED BY THE ORLANDO AREA CHAPTER



MEET INFORMATION:

DEAN GESSNER 352-324-2230, RUSSELL DEFAZIO 407-767-6425 OR 407-699-6074

REGISTER ONLINE AT WWW.ORLANDOSDC.COM Email: info@orlandosdc.com

MOTEL INFORMATION: (RESERVATION DEADLINE 10-01-2002)

1501 INTERNATIONAL PARKWAY LAKE MARY, FLORIDA 32746

RATE = \$69.00 + TAX PHONE 407-995-1100 FAX 407-995-1150

WWW.MARRIOTT.COM (THEN SEARCH FOR LAKE MARY FLORIDA)

PLEASE TYPE OR PRINT CLEARLY

NAME	SPOUSE
ADDRESS	EMAIL
CITY/STATE/ZIP	PHONE

		EACH	AMOUNT		
BANQUET (Deadline Tuesday Oct 22)		*	*		
TENDERLOIN TIPS # ___ OR GRILLED CHICKEN # ___ = TOTAL # ___		\$21.50	\$		
CHICKEN FINGERS W/MAC & CHEESE (CHILDREN UNDER 12) --> # ___		\$15.00	\$		
CHILDREN'S AGE () SEX (), AGE () SEX (), AGE () SEX () (SPECIAL DOOR PRIZES)					
TROPHY SPONSOR (LISTING IN THE MEET HANDBOOK) ---> # ___		\$20.00	\$		
SWAP MEET SPACE W/TABLE-----INDOOR # ___ OUTDOOR # ___		FREE	\$ 0.00		
CAR	YEAR	MODEL/STYLE (PRESIDENT 2 DOOR ETC.)	CLASS	***	
#1				\$9.00	\$
#2				\$5.00	\$
#3				\$5.00	\$
#XX			DISPLAY	\$0.00	\$ 0.00
NO CHARGE FOR ADDITIONAL CARS BEYOND 3. USE SEPARATE SHEET IF NECESSARY					
GENERAL REGISTRATION (You must register to participate in other events)					\$ 4.00
TOTAL (MAKE CHECKS PAYABLE TO ORLANDO AREA CHAPTER-SDC)					\$
SEND REGISTRATION TO: 31654 WEKIVA RIVER RD SORRENTO FL 32776-9233					

CLASSES: (1)-PREWAR (2)-1947-52 ALL (3)-1953-55 COUPES AND HARDTOPS
 (4)-1953-58 SEDANS AND WAGONS (5)-1956-61 HAWKS AND HARDTOPS (6)-1959-63 LARKS
 (7)-1962-64 GT HAWKS (8)-1964-66 STUDEBAKERS (9)-1963-64 STUDEBAKER AVANTI
 (10)-COMMERCIAL (11)-1965-?? AVANTI (II) (12)-MODIFIED CARS (13)-MODIFIED TRUCKS

THE FINE PRINT: I DO HEREBY RELEASE AND HOLD HARMLESS, ORLANDO AREA CHAPTER -SDC FROM ANY SUITS, ACTIONS, DAMAGES OR CLAIMS WHICH MAY ARISE FROM ANY LOSS OR DAMAGES TO ME OR TO MY PERSONAL PROPERTY.

SIGNATURE	DATE / /2002
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Registration will not be accepted without your signature

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 - SDC
DEAN GESSNER - EDITOR
8721 HWY 48
YALAHA, FLORIDA 34797

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GREASY PRINTS

STUDEBAKER DRIVERS CLUB

BI-MONTHLY PUBLICATION
ORLANDO AREA CHAPTER



ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

WWW.ORLANDOSDC.COM

VOLUME 19

NUMBER 5

July-Aug. 2002

STATE MEET UPDATE

July 9, 2002

By Frank Ambrogio (Co-Chairman, with Dean Gessner & Rusty DeFazio)

On June 19, 2002, I completed and mailed a request for an insurance certificate to cover our State Meet. Our meet, as well as all our chapter activities, is automatically covered by the *SDC* blanket policy. The purpose of obtaining the certificate is to have it handy if the hotel requires proof that our event is covered.

Anita & I visited the Marriott, the day they opened, June 2, 2002, and we were treated to a tour of the facilities. Although our home is only 6 miles from the hotel, we decided to go ahead and register to stay there for the meet. As one of the meet chairmen, I feel it is important to be on site to handle emergencies. I hope everyone on the meet committee will do likewise. I hope you will stay there also. If we don't meet our quota of rooms, we will be assessed additional charges.

The Marriott is a full service hotel, and it is first class in every respect. All the rooms will have an iron and board, hair dryer, coffee pot, cable TV, and internet connection. The dining room is very nice, and the chef is rather creative.

Last time, I told you that we had mailed out about 75-80 letters, requesting help with our meet, to various Studebaker Vendors and local area businesses. As of the date above, we have received donations for one trophy sponsor, one raffle prize, one business card ad, and several door prizes. The income will be a great help to our effort, and will help us keep the prices down for our guests. We have also received trophy sponsor payments from members Jeff Elliott, Dwight & Carolyn Swanson, and Bob Oakes.

Our meet registration form should appear in the August and September issues of *Turning Wheels* and we currently have a paid ad, that began with the June issue and will run through October. We also have ads in several magazines, including Hemmings Motor News, and hopefully soon, we will have our meet listed in the Orlando Sentinel.

Our flyer and registration form are also posted on our web site which is hosted by Hemmings Motor News. Visitors can see the flyer, and can also print it and/or the registration form on their home printer. Once the registration form is printed, they can simply fill it out and mail it as usual. The web site address for the *OAC* site is:

<http://clubs.hemmings.com/oac>

I expect more activity once September rolls around. If you are not planning to go to the banquet, then wait as long as you wish, before you register. You can register the day of the meet if you like. I can't guarantee you'll get a dash plaque, but you can participate in the meet..

I'll tell you right now, however, that Anita & I get very annoyed with the people who wait till the last couple of days to register, and still want to go to the banquet. We have to give the hotel a banquet count by Tuesday, so anyone who drags his *feet* will get his *hands* slapped and be sent to bed with NO dinner. We will also make snide, crude, and nasty remarks about you when you aren't around.

This is the one big event we have each year in which we get to enjoy our Studebakers and our friends. I certainly hope that every one of you will try to be a part of the show on the weekend of October 25-26.

NOTE: I'm not sure if this information will reach you prior to our meeting at the Marriott in Lake Mary. If it is already past August 10th, then ignore the next paragraph.

We will have a special meeting on Saturday, the 10th of August at 7:00 PM. The meeting site will be the Orlando Marriott-Lake Mary at 1501 International Parkway, just South of CR-46A, one block West of I-4. It is exit 101A (old exit 51A) off I-4. The meeting will allow us to get caught up on what has been happening for the meet, and to acquaint us with the host hotel's layout.

38th international Studebaker Drivers Club meet

This one proved to be one of the largest ever

The Michiana Chapter played host to this year's meet, and as usual, they did an outstanding job. Of course, there are always the usual situations where things might be less than perfect, but all in all, it was another great meet. Anita and I have been to every meet, except two, since 1982, and as far as I'm concerned, there is no such thing as a bad International Meet.

I've listened to many people complain about one thing or another at the various meets, but they just don't have the proper attitude. The whole idea is to see the cars, meet the people, participate in the tours, and visit the swap meet. All those things have been available at every meet, so they've all met the conditions.

In the case of South Bend, logistics is a major consideration. Because of the enormous turnout of cars, I don't think there is a hotel large enough to handle the show. Instead of the hotel parking lot, which was underground, the show was held at the University of Notre Dame. The swap meet was located at Century Center, across the street from the hotel.

Probably the worst problem was parking. The only available parking, for those who didn't stay at the meet hotel, was on the street, and it was timed. Everyone played musical parking spaces, running to their car and moving it to another location before the meter monster came by to issue tickets.

Parking aside, the meet was still a great one. As you may know, I have a club for 1956 Golden Hawk owners, and each year at the international meet, I try to arrange a dinner for those owners who are attending the meet. We had a super turnout this year with about 60 people showing up. We met at the State Café, which was just down the street from the host hotel. A couple of members brought their 1956 Golden Hawks to the dinner site. We had an excellent dinner, thanks to the owner of the café, Brenda Markin I wish she could handle our banquet for the state meet.

Several OAC members were in attendance during the week. I don't know if I spotted them all, but the ones I remember are Stu & Thelma Chapman, Larry & Barbara Golub, Larry & Joann Good, Bob and Mary Cade, Stephen Cade, Dwight & Carolyn Swanson, Bob Coolidge, Bill Hahn, Paul & Marion White, and Don & Edith Fifer.

On Thursday, my brother John came to town and we had dinner with him, his two friends, the Swansons, and the Goods. We ate at the famous Tippicanoe Place, former home of Clement Studebaker. This was our third trip to this historic estate, and it is still as nice as ever. Prices are very reasonable, and they allow visitors to wander around most of the home.

It was great to see the Swansons and the Goods again. The Swansons were two of the founders of our chapter, and the only ones, besides Anita & me, who are still members. The Goods joined during our third month of existence and for several years, we held our meetings at Larry's office on Hwy 436 near Howell Branch Road. Larry also served as our President in 1985. Dwight & Carolyn were our Activities Director and Membership Director respectively. It was just like old times, and reminded me of just how much fun we used to have.

As for the numbers, I don't really get involved in that. I'm sure there will be plenty of statistics presented in future issues of *Turning Wheels*. One item that seemed to generate some comment was the fact that 289 cars were judged. This number corresponds to the cubic inch displacement of the V-8 engine used in many Studebakers (big deal.)

As always, I had a great time. Thanks to the Michiana Chapter for doing such a fine job on the 38th International. Next year the site will be Sacramento CA. Are you going?

I know. I haven't written anything for the *Greasy Prints* in quite awhile. Suffice to say, I have been busy. That's as good an excuse as any. With what I have to keep up with at home, a few mechanical jobs and consultations and my other writing, (No publishing yet.) I keep reasonably busy.

I thought I might pass along a couple of experiences I have had in the past few months. I'll start with a question. Have any of you contemplated buying a car over the internet? Has anyone actually done so? If so, what was the experience like? Were you pleased? Get a car that was "As advertised"? Or, as Johnny Cash put it so well in one of his songs, up the elevator of life, were you shafted? I must say right here, under NO circumstances am I considering this! Techno-Philistine that I am, I have no intention of using MY computer on the internet! Mine gets used as a word processor, CD player and, for FAR too many hours, as a Solitaire dealer. (It is only recently that I discovered THAT was in there!)

However, a friend, an acquaintance and an acquaintance of a friend have each had the "Pleasure" of buying a car off the internet. From which sites, I don't know. One of them used to be an SDC member until he sold his Stude. (He now says he rues the day he sold his '53.) He bought a mid-fifties Chrysler product. Now, I don't profess to be the all-knowing, all-seeing oracle of automobilia. But, when he called me one day and asked, "What do you think a 4-door, 50-something C/P/D/D is worth? I spotted one on the internet and have always wanted one." He explained that the 4-door would be better for them to put a child safety seat in. Not a bad reason. The pessimist in me was waving red flags immediately. I said that, FIRST: I'd like to personally SEE this car. Not practical. In a northern, mid-west state. So, considering the collectibility of this particular model (Virtually nil. It WAS a 4-door!) of that particular brand, IF it was a showroom appearing, low mileage, virtually original car, MAYBE it should run four to five grand. "We're talking four-door!" I reminded. I suggested not buying it. Look closer to home. I could hear the eagerness drain from his voice. Nothing like throwing water on someone's dreams. "Oh," he said. "They're asking eight. But, it really looks GOOD!" I said a two-door or hardtop might be worth that. Again, depending on condition. I reminded him he'd said it was nearing 100,000 miles and had been repainted. That a good photo can HIDE more than it shows. And, that we didn't know what had been done to the body BEFORE the paint. I just knew he was going to end up buying this thing. Hoped he wouldn't. I suspected he had just read a royal B.S. job.

I heard from him. He had gotten it for a bit over half the asking price after some haggling. He seemed excited to have talked them down. I hoped he wouldn't regret it and probably said so. I CAN be a little blunt. Being a person who trusts in the worst of human nature, I privately suspected a reason for the willingness to be talked-down on the part of the seller.

So, a few weeks later, the car was delivered to my house so I could give it the once over, do whatever maintenance it needed, so the new owner, when he returned from a trip, could drop in and drive his new acquisition home. Yeah. SURE! I got the car well after dark, so, it was impossible to inspect it, call the new owner and tell him the shape it was in. Planned that way? Possibly. Maybe not. But, the condition I found it in at daytime leads me to suspect the former.

The new owner had had to leave for a few weeks. Figured it wouldn't be a big deal for me to check out his car. I hoped he was right. It was a BIG deal! There were PROBLEMS! This "Turn-key, sweet running, rust free, California car." couldn't be driven! The trunion joints on both ends of the driveshaft locked and unlocked as one drove, shuddering the car as if you were driving down a flight of stairs! AND, the entire car WOBBLLED and bounced up and down like one of those cars in the *Looney Toons* cartoons! Twenty MPH was taking one's life in one's hands. I only drove around the block. Thankfully a SMALL block! I wondered if I was going to make it. I raised the car on jackstands and put it in gear to confirm my diagnosis of a bad driveshaft. YUP. Shot! I also hand-spun all of the tires. Sighted across the tread. ALL of those "Brand new Coker WWW tires." were badly out-of-round. They aren't SOLD that way! This thing had SAT in one place for a long time. Probably years! I checked the papers in the manila envelope. Sure enough, BRAND NEW tires, in 1991! ELEVEN years ago. I checked the tread. It did look new. Thirteen sixteenths deep. From there, I went to the paint job. I found more than a few areas where they had just painted over rust flakes and old bubbles. And, we all know what's usually UNDER paint bubbles. There were painted rust spots on a rear fender, both rockers and small spots in other places. But, the ones that said "Uh-Oh!" were over the headlights. I inspected UNDER the car, fearing MORE bad news. Nope. Except for those exterior spots, the car was solid. Maybe it would only need the bubbles cleared off and touched up. I also didn't find the "Brand new, high quality, AM/FM/CD stereo." that was supposed to be installed in the glove box. OR, the "Matched, powerful speakers." that were supposed to be found under the parcel shelf. The WIRES were all there.

There just wasn't anything hooked to them. And, this was just the FIRST day. I eventually found a LOT of things not right for a car advertised as a "Turn-key" creampuff.

I won't get into the whole blasted list. Trust me. It was EXTENSIVE. AND, expensive. I also won't get into the numerous telephone conversations. Or the hassle over hassle the new owner had with that dealer. I have only a vague idea of the extra thousands of dollars OVER the original overpriced cost of the car have been spent. Not that I complain. A good portion of that went for MY labor. But, you can be assured that it still gripes me that a friend got that badly reamed. We ended up having an open-joint, two piece driveshaft made to replace the original one. It was at least a hundred bucks CHEAPER than fixing the original! And, the dealer was bullied into paying for that. I ended up cutting out and making one rocker panel. For nearly the whole length of the rocker. There was NO metal under the eyebrow panels. The bubbles were over about four pounds of body filler! We were able to obtain repair panels. From two different manufacturers. One of them didn't fit right. I had to "Adjust" it. Severely. The entire car had to be repainted once I'd fixed all of the bubbles and old filler. Under threat of a police complaint being filed, the seller finally replaced the missing sound equipment he stole after selling the car. And, taking off something AFTER the car is sold is definitely THEFT! Claiming that something is there that isn't, is FRAUD! And it was ADVERTISED as having a new sound system. What he sent was a set of twenty dollar speakers (At the MOST.) and a five year old used radio/CD player. The radio worked. The CD ate CDs and had to be disassembled to get them out. The owner and I decided it was worth the investment to just BUY one rather than have to deal with that scummy character anymore.

So, driveshaft replaced, rot removed and replaced, new tires and new paint, as well as other odds and ends, not to mention five months of time passage, the car is now being driven by its new owner. Finally. And, he says it drives beautifully. It OUGHT to!

Let me tell you, it broke my heart to have to replace those beautiful WWWs! But, the SECOND day the car was in my driveway, the right front tire exploded, blowing big chunks of tread into the street! Took me a second to discover what the noise was. We took them all off and stuffed them into the back of the Packard wagon. At the tire store, I deflated the other three and with the tire man watching, took out my pocket knife and slit the sidewalls on the three NOT blown out. I didn't want any dufus pulling them out of the scrap pile or any crooked salesman putting them on the road and killing someone.

Not long after the first car was on its way home, an acquaintance called me to look at a mid-fifties GM car he had just bought. (Not a Chevy) Wanted my opinion and suggestions for possible mechanical needs. What did I think of it? I looked. All of the tires were so rotten I could see the cord through wide cracks in the sidewalls. They'd been DRIVING this thing! The whole car looked as though it had been painted with a roller! Trim was missing. Leaks at the top of the rear window had been filled with body filler. OVER the rubber! One front fender was so wavy, it almost made one seasick to sight down it. It was a 4-door. I did have some good news. EVERY single part of the brakes (Except the good drums.) had been replaced. Not the flex hoses, however. Those were as bad as the tires! The battery was marginal. Generator as well. The engine compartment was beautifully detailed. Too bad they hadn't painted the OUTSIDE as

nicely. It needed a carb rebuild, Ran and started pretty well though. Rusty trunk. Needs a bit of patching. A front corner of the hood had been cut away and a piece from another welded in. Looked like heck from under, but, not noticeable from outside. I didn't like the looks of the hood latch. It had been apart and repaired. But, I couldn't yank it loose. (Recently, it flew up and buckled badly. Didn't break the windshield. I suspect the teenager the car was bought for or one of his friends didn't get it shut tight. It had to be slammed.) A few hours of tinkering and four new tires and he'd be fine. Then he asked THE question. "What would you say it's worth?" I gave him the "Not collectible" and "Four-door" preamble and said I figured, considering the many hours of bodywork (NOT by me! Thank you.) and trim searching he'd have to do; "Thirty-five hundred. Four grand. Tops." With shipping, it had cost him SIX grand! Get the elevator, I smell another shaft-job! Another "Almost mint, rust-free, running and driving, California car." (Are there any NON-California cars out there in internet space?) bought from a photo and write-up on the internet! I suspect that both of these cars, considering the mileage on their odometers could have made any number of trips TO California. But, FROM California? Hardly.

Then, I heard from a friend who had a friend who had just brought home a car, He wanted my advice as to what he should tell him. The guy had bought one of those gigantic, winged-wonders from the late fifties. Another "Rust free, fresh paint, turn-key driver" cars from the internet.. No one said IT was from California. It was from Miami. They discovered after only a few blocks, that it had a horrible rod knock, dumped tranny fluid faster than it could be poured in and laid an impassable, mosquito-gagging smoke trail behind it. They had to flat-bed it home. Tampa, I think. Once home, they discovered that one rear fender had been rather crudely spliced in. It was so bad the trunk wouldn't seal. Actually, it wouldn't have been possible to pinch a finger in it on that side. And, naturally, that side of the car was full of waves. It was too far away for me to inspect. But, I can guess at the expense involved. And, the guy had been suckered into paying nearly ten grand for this monster! My advice? "Dump it! NOW! Don't put one red cent more in it. Take the loss and chalk it up to experience." I explained that if they even put a quart of oil in it, they'd not improve the salability of it and NEVER get back the investment. They could easily put another ten grand in fixing the engine, tranny and body. And, THAT would be BEFORE doing the interior and paint. If they spent another five grand on those, (Being conservative,) they might be able to sell it for seven. It was another four-door. Now, I want you to know I don't hate four-door cars. I do have a four-door WAGON after all. But, in the pecking order of cars, they are at the bottom of the heap. I don't know what happened with this last junker. I hope they unloaded it for parts. Or even kept it for a parts car.

I hate to be derogatory. And the buyers I know, are nice people. I assume the other guy is too. But to them, and anyone else buying a car from a picture and description, never having actually touched it, I say; Buy a car, sight unseen, and you are just ASKING to get ripped-off!" I won't say it would be deserved. But, well...?

In my kinder moments, I would HOPE no SDC member would pull a crappy (I have more descriptive language, but, this is for mixed company!) stunt like one of these. But, I'd bet one can find Studes all over the internet. And, I'd bet a large number of them are advertised by dealers in old cars or individuals who are more than a little lax in their morals. Can anyone vouch for these people?

Maybe I have just run into a cluster of people who have been reamed on the internet. I suspect not. So, I reiterate, hoping I'm preaching to the choir; I suggest you not buy a car you haven't touched. If you do, don't say you weren't warned. Sermon over. Have a nice day!

MARTY

Studebaker Parts & Service

ROBERT W. & DOLORES H. OAKES

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Fruitland Park, FL 34731
352-365-0743

5 / 1 to 10 / 1
1152 Ct. Rt. 38
Norfolk, NY 13667
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www.Studebakerracing.com

Bob Coolidge
407-695-4992



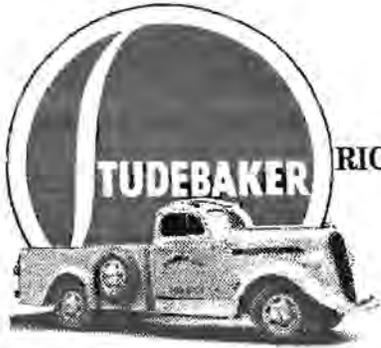
Studebaker

SDC

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ATHS



RICHARD DORMOIS POST OFFICE BOX 30103 MESA ARIZONA 85275 480 827 8178

Dear Studebaker Friends.

I hope you are all in good health and your Studebaker is running perfectly. Well, one out of two isn't bad.

I am pleased to have been elected your Vice President of the Studebaker Drivers Club at the recent national meet in South Bend. One of my primary jobs is conducting regional and zone elections and they will be here before we know it.

Our Studebaker Drivers Club has never been in a stronger, more respected position throughout the world as it is right now. It is sound financially and we have over thirteen thousand members and serve scores of countries overseas as well as here in North America. We are proud of our hard working management team who are dedicated to keeping SDC at the forefront and increasing membership and enhancing the quality of services we provide.

You have an opportunity to be a part of that management team. Please give some thought to sharing a little of your time and run for elected office. Please take a look at the job descriptions in the September issue of Turning Wheels and see where you fit in. Half of our zones will elect Regional Managers and half will elect Zone Coordinators and National Directors. These positions are two years and commence June 15 2003. If you feel someone is more qualified than you, you may wish to nominate them for office and get an affirmation that they will serve if elected. Incumbents are encouraged to run and should nominate themselves.

Please send your nominations to me in writing by November 20, 2002. I am at Box 30103, Mesa, AZ 85275 0103. I would encourage each editor, chapter officer and national officer to be involved in the nomination process and recruit candidates.

Please call me at 480 827 8178 or email 1938studeman@earthlink.net if I can help in any way.

Fondest Regards

Richard W. Dormois
SDC Vice President

STUDEBAKER FACTS AND FICTIONS

COMPANY HISTORY

H&C STUDEBAKER – February 16, 1852 – March 26, 1868

STUDEBAKER Brothers Manufacturing Co. – March 26, 1868 – Feb 14, 1911

STUDEBAKER Corporation* - February 14, 1911 – October 1, 1954

*The Corp., was considerably restructured after going into receivership on March 18, 1933

STUDEBAKER – Packard corporation – October 1, 1954 – July 2, 1962

STUDEBAKER Corporation – July 2, 1962 – November 27, 1967

STUDEBAKER – Worthington Corporation – November 27, 1967 – September 1, 1979.

Absorbed by the McGraw– Edison Co. on September 1, 1979

COMMON FICTIONS

THEY WERE BUILT BY (Ford, Chrysler etc.) - Not on your life. Studebaker built Studebakers.

BUT THEY WERE OWNED BY, see above – Studebaker was its own Corporation

DIDN'T THEY BUILD THE TUCKER – Nope

I HAD ONE WITH THE PUSH-BUTTON TRANS – Studebaker NEVER used a push button trans

THOSE 48 BULLET NOSE JOBS ARE NEAT – Only 1950 and 51 models used the famous Bullet nose

THE AVANTI WAS BUILT IN CANADA – Sorry, built in good old South Bend Indiana. Now the bodies

Where made in Ohio and shipped for final assembly to South Bend

OK, THEN THE AVANTI II WAS BUILT IN CANADA – NO again, production continued in South Bend and moved to several other states for the rest of its life. By the way the latest incarnation is now being built in Georgia.

THE AVANTI II WAS ONLY AVAILABLE AS A KIT – The Avanti or Avanti II was never offered as a kit

THE DART, VALIANT, MARLIN & LANCER WERE STUDEBAKERS – NO NO NO & NO

THAT CHAMPIONS V8 WOULD FLY – but it came from the factory with a 6cyl all Champions did.

FORD BUILT THEIR ENGINES – Studebaker built their own engines, They did have a 289 ci engine but it too was Studebaker built. Exceptions to this rule are 1 – The 1956 Golden Hawk did use the Packard 352 ci. And 2 – Chevrolet engines were used after the South Bend plants closed in 1964. The 1965 –

SUBSIDIARIES FROM 1957 TO 1966

- 1 OWNERSHIP OF THE PIERCE ARROW COMPANY
- 2 MERCEDES-BENZ SALES CORPORATION
- 3 THE GERING PLASTICS DIVISION – GARDEN HOSES AND OTHER PLASTIC PRODUCTS
- 4 GRAVELY – PRODUCER OF GARDEN TRACTORS AND ENGINES
- 5 THE CTL DIVISION – PRODUCED HEAT SHIELDS FOR PROJECT MERCURY SATELLITES (INCLUDING THE SPACECRAFT THAT JOHN GLENN USED IN 1962
- 6 THE CLARK DIVISION – FLOOR MAINTENANCE EQUIPMENT
- 7 STP – IT MEANS SCIENTIFICALLY TREATED PETROLEUM FROM WHAT I HAVE BEEN TOLD.
- 8 ONAN DIVISION – IT WAS THE WORLDS LARGEST PRODUCER OF GAS AND DIESEL ENGINE DRIVEN ELECTRIC GENERATING PLANTS
- 9 SCHAEFER DIVISION – SELF CONTAINED ICE CREAM, FROZEN FOOD AND DAIRY CABINETS
- 10 PAXTON PRODUCTS – NOW WE KNOW HOW ALL THOSE SUPERCHARGERS GOT IN OUR HAWKS AND AVANTIS. PLUS ANDY GRANATELLI CAME WITH THE SUPERCHARGERS
- 11 STUDEBAKER INTERNATIONAL – A DELIVERY COMPANY (1962 COULD HAVE BEEN UPS)
- 12 TRANS INTERNATIONAL AIRLINES – YEP, STUDEBAKER OWNED AN AIRLINE
- 13 FRANKLIN APPLIANCES – WASHERS, DRYERS, FREEZERS, DISHWASHERS AND REFRIGERATORS
- 14 STUDEGRIP – (MY FAVORITE) MADE THOSE LITTLE STUDS THAT WENT INTO SNOW TIRES
- 15 BIG FOUR INDUSTRIES – TIRE CHANGERS, HYDRAULIC JACKS AND THE GUN TO INSERT THE STUDEGRIP STUDS.

Studebaker "Firsts"

- | | | |
|--|--|--|
| <p>1913 First to cast six-cylinder engine in a block.
First to produce a car with crown fenders.
First to produce a six-cylinder car to sell for less than \$2000.</p> <p>1916 First to produce a seven-passenger, four-cylinder, 40 horsepower touring car to sell for less than \$1,000.</p> <p>1919 First extensive use of pressed steel throughout.</p> <p>1920 First to cast the intake manifold in the detachable head.
First to use, and inventor of, the internal hot spot.
First to use 20° inclined, silent operating valves.</p> <p>1921 First to develop and patent molybdenum steel and to produce a car in which it was used.</p> <p>1925 First to use hydrostatic gas gage.
First mass produced hardtop body (Duplex Roadster and Touring)</p> <p>1927 First to use mechanical fuel pump.</p> <p>1928 First to use ball bearing spring shackles.
First to use full power (straight-thru) muffler.</p> <p>1929 First to use rubber covered steel core steering wheels.</p> <p>1930 First to use carburetor silencer.
First to use thin steel-backed main bearings, adopted from airplane design.
First to use free-wheeling—the greatest step forward in automotive engineering since the adoption of the self-starter.
First to use automatic vacuum spark control advance to improve fuel economy.
First to use helical gears in transmission (high and second).
First to use valve spring vibration dampers.</p> <p>1933 First to use "heat-dam" pistons.</p> <p>1934 First to use celeron spoke-type camshaft gear.</p> <p>1935 First to use planar wheel suspension
First to produce a six-passenger sedan.</p> | <p>1936 First to use automatic Hill Holder.</p> <p>1937 First to use non-scratch piston rings.
First to use Hancock rotary door latches.
First to use variable ratio steering gear.
First to use direct acting shock absorbers.
First to have double wall pickup bodies on trucks.</p> <p>1938 First to use Climatizer—combination heater and ventilator under front seat.</p> <p>1940 First manufacturer to receive first place awards in all three divisions of Gilmore Economy run.</p> <p>1941 First major production use of curved windshield (Sedan-Coupe).</p> <p>1946 First to introduce postwar automotive styling.
First to use self-adjusting brakes.
First to use "black-lighting" on instrument panel.</p> <p>1947 First to pioneer all-around glass with curved rear windows of 180° for full rear vision.
First in low-price field to use two-piece propeller drive shaft.</p> <p>1948 First to use nylon upholstery.
First to use instrument panel design for under-the-hood accessibility on trucks.
First truck with enclosed cab step.</p> <p>1950 First to use air-cooled torque converter transmission.
First to use automatic transmission anti-creep device.
First to use inhibitors for "park" in automatic transmission.
First to use no-rollback feature on automatic transmission.</p> <p>1951 First to use filtered air to the automatic choke coil.
First to use polyethylene rear spring liners.</p> <p>1952 First to use mechanical power steering.</p> <p>1953 First to use carburetor with hot air passage to prevent idle freeze-up.</p> | <p>1953 First to introduce modern American family sports car styling.
<i>(con't)</i>
First to use high efficiency filter paper type carburetor air cleaner.</p> <p>1954 First to use self-centering, self-energizing brakes.
First to use Sapphire super-enamels, which need no waxing.</p> <p>1955 First to demonstrate and announce interlocking safety door latches.</p> <p>1956 First to use Safety-eye speedometer.
First to use flared fin brake drums to minimize "fading" due to heat.
First passenger car to use acoustical sound deadening-headlining.
First complete line of sports-type family cars by an American auto manufacturer.
First to bring large displacement, high compression engines to the low price field in the 352-cubic inch V8 engine rated at 275 horsepower.
First to install limited-slip or power-driving, differential on trucks as optional original equipment.</p> <p>1959 First to introduce totally new dimension in motor-ing—the Studebaker Lark.</p> <p>1960 First to introduce a complete line of body styles in the compact car field, including the first convertible.</p> <p>1961 First to have instrument panel safety padding standard equipment on all passenger car models.</p> <p>1962 First U.S. auto manufacturer to offer caliper type disc brakes on a full sized car (Avanti).
First in the industry to install seat belt mountings for four belt installations in every car.
First to introduce built in roll bar (Avanti).
First to make transistorized ignition standard equipment (Avanti R3, R4).</p> <p>1963 First to install seat belts in front seat of every car in its line.
First to introduce a sliding roof station wagon.</p> |
|--|--|--|



STUDEBAKER DRIVERS CLUB, INC.

25TH ANNUAL FLORIDA STATE MEET

OCTOBER 25-26, 2002

ORLANDO MARRIOTT - LAKE MARY

(I-4 EXIT 51A at SR-46A)

HOSTED BY THE ORLANDO AREA CHAPTER



MEET INFORMATION:

DEAN GESSNER 352-324-2230, RUSSELL DEFAZIO 407-767-6425 OR 407-699-6074

REGISTER ONLINE AT WWW.ORLANDOSDC.COM Email: info@orlandosdc.com

MOTEL INFORMATION: (RESERVATION DEADLINE 10-01-2002)

1501 INTERNATIONAL PARKWAY LAKE MARY, FLORIDA 32746

RATE = \$69.00 + TAX PHONE 407-995-1100 FAX 407-995-1150

WWW.MARRIOTT.COM (THEN SEARCH FOR LAKE MARY FLORIDA)

PLEASE TYPE OR PRINT CLEARLY

NAME	SPOUSE
ADDRESS	EMAIL
CITY/STATE/ZIP	PHONE

		EACH	AMOUNT		
BANQUET (Deadline Tuesday Oct 22)		*	*		
TENDERLOIN TIPS # ___ OR GRILLED CHICKEN # ___ = TOTAL # ___		\$21.50	\$		
CHICKEN FINGERS W/MAC & CHEESE (CHILDREN UNDER 12) --> # ___		\$15.00	\$		
CHILDREN'S AGE () SEX (), AGE () SEX (), AGE () SEX () (SPECIAL DOOR PRIZES)					
TROPHY SPONSOR (LISTING IN THE MEET HANDBOOK) ---> # ___		\$20.00	\$		
SWAP MEET SPACE W/TABLE-----INDOOR # ___ OUTDOOR # ___		FREE	\$ 0.00		
CAR	YEAR	MODEL/STYLE (PRESIDENT 2 DOOR ETC.)	CLASS	***	
#1				\$9.00	\$
#2				\$5.00	\$
#3				\$5.00	\$
#XX			DISPLAY	\$0.00	\$ 0.00
NO CHARGE FOR ADDITIONAL CARS BEYOND 3. USE SEPARATE SHEET IF NECESSARY					
GENERAL REGISTRATION (You must register to participate in other events)					\$ 4.00
TOTAL (MAKE CHECKS PAYABLE TO ORLANDO AREA CHAPTER-SDC)					\$
SEND REGISTRATION TO: 31654 WEKIVA RIVER RD SORRENTO FL 32776-9233					

CLASSES: (1)-PREWAR (2)-1947-52 ALL (3)-1953-55 COUPES AND HARDTOPS
 (4)-1953-58 SEDANS AND WAGONS (5)-1956-61 HAWKS AND HARDTOPS (6)-1959-63 LARKS
 (7)-1962-64 GT HAWKS (8)-1964-66 STUDEBAKERS (9)-1963-64 STUDEBAKER AVANTI
 (10)-COMMERCIAL (11)-1965-?? AVANTI (II) (12)-MODIFIED CARS (13)-MODIFIED TRUCKS

THE FINE PRINT: I DO HEREBY RELEASE AND HOLD HARMLESS, ORLANDO AREA CHAPTER -SDC FROM ANY SUITS, ACTIONS, DAMAGES OR CLAIMS WHICH MAY ARISE FROM ANY LOSS OR DAMAGES TO ME OR TO MY PERSONAL PROPERTY.

SIGNATURE	DATE / /2002
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Registration will not be accepted without your signature

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 - SDC
DEAN GESSNER - EDITOR
8721 HWY 48
YALAHA, FLORIDA 34797

| place |
| stamp |
| here |

TO:



GREASY PRINTS



STUDEBAKER DRIVERS CLUB

BI-MONTHLY PUBLICATION

ORLANDO AREA CHAPTER

ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

[Http://clubs.hemmings.com/oac](http://clubs.hemmings.com/oac)

VOLUME 19

NUMBER 6

September-October 2002

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

August 10, 2002 Meeting held at the Marriott, Lake Mary

By Becky Ray

The Meeting was called to order by President Dean Gessner. Present for the meeting were the Ambrogios, Defazio's, Hansen's, Gessner's, Gormican's, Joe Donoughe, Don Dodgen, and the Ray family. The treasurer reported \$2,081.90 in the checking account and he had paid the \$100.00 for the Officer's insurance, the club had previously approved. Dean explained again the reason for the insurance.

Russell Defazio asked about our Web site status, stating nothing new had been added or updated. It is up and running, partially. Frank mentioned that our Hemmings' site has a state meet application. Dean said he would try to get in touch with Sam about the web site.

Upcoming events mentioned: Antiques Anonymous is holding a car show on Oct. 5, 2002 along with an antique boat show and boat races. There will be cash prizes instead of trophies. It was also mentioned that the Rotary Club of Sanford was hosting a car show at Heathrow Country Club but I missed the date, oops!

Dean passed around pictures he had taken in Tallahassee at a car museum. One was a Studebaker/Tucker combo used in the movie "Tucker". Marty had also sent some pictures to Dean which he shared with us.

The updates on the 25th annual state

meet.

16 registrations have been received, 4 trophy sponsorships and several ads and donations. The Marriott is giving us discount coupons for the breakfast buffet and 1 Special Trophy.

They will set up a luncheon line outside that would cost approx \$5.00 per plate including drink. The kicker was the club would have to pay \$250.00 for this service. After much discussion it was decided Anita and Jeanmarie would try to negotiate this fee. Although one of our generous members did offer to pay the fee. Anita said the banquet for Saturday night is all set and ready to go.

Dean read a letter from Marion in reference to the Hospitality Room. Anita will know at the September meeting about what type of refreshments we will be allowed to have in the hospitality room.

Frank said he had received the insurance form from JC Taylor so we are covered for the meet. He is also checking on a place to wash the cars. Jerry is getting the class signs made up and donated by a printing company. Joe Donoughe offered to set up a place for Friday night where anyone who wanted to, could just go hang out and kick back, he will get the info to Frank.

There was general discussion about

shirts for the meet but nothing was decided. Frank is also handling publicity and seems to have gotten the word out. Jeanmarie is going to send him the address for The Journal so we can reach another area.

Dave discussed Goody Bags and reminded everyone to get their stuff to him. I think he said he had volunteers (????) to help him stuff them.

Dean talked with Dr. Cade about co-sponsoring a national meet with their chapter. This would be no sooner than 2005. Everyone at the meeting seemed to think it was a good idea.

Well that's about it or at least all I can remember. Hope to see everyone at the September meeting!

STATE MEET UPDATE #3

August 22, 2002

By Frank Ambrogio (Co-Chairman, with Dean Gessner & Rusty DeFazio)

We have had a few more contributions to the State Meet fund. We received single trophy sponsor donations from Stephen Cade, Jerry & Cindi Shelton, and Dr. Robert & Mary Cade. We also received class trophy sponsor donations from *Stephen Allen's, Post Time Lounge, Automotive Interiors, State Farm, and Southern Aviation Services*. It looks like we should easily cover our trophy expenses.

We have also received quite a few items to offer as door prizes, and many items for the goody bags. Several of us turned items over to Dave Cramp, who is handling the goody bag effort.

We had a meeting at the Marriott on August 10. The hotel management set us up with a nice meeting room. The turnout was a little less than hoped for, but those who attended were very active and we did manage to get a few things settled. We also raised a few more questions which will require more communication with the hotel.

We were able to see the hotel layout, take a look at the parking area, and get an idea as to where the banquet will be held. Everyone seemed impressed with the hotel in general, and if they keep their end of the bargain, things should go well.

Registrations have been trickling in and only a few chapter members have registered so far. We are hoping for a lot more action in the next month, but the number of registrants isn't important. The main thing on our agenda is to do our best to insure that it is a good meet. If you plan to attend the meet, why not register and get it over with?

I don't know what our newsletter schedule is. This may be the last issue before the meet. I will try to keep everyone up to date as far as our progress is concerned. However, the best way to stay informed is to attend the meetings in September and October.

Our three chairmen, Dean, Rusty, and me, have everything under control at this point. It is simply a matter of everyone doing his or her job. We are counting on you. I'd like to say a little bit more on this subject.

If you've made a commitment to do something for the meet, don't let us down. It only takes one breakdown to ruin all the hard work that everyone else has put in.

If you feel that you won't be able to meet your obligation, please let one of us know immediately, so we can make alternate plans. There is still time to make necessary adjustments.

If you tell us ahead of time, we might be a little annoyed, but if you wait till the last minute, or don't tell us at all, well, I'm afraid we will just have to shoot you. Protect yourself. Meet your obligation.

Plans are moving along well and, with a little cooperation from the weather man, it looks like we should have a fine meet at the Marriott-Lake Mary in October.

STUDEBAKER MASSACRE Welsh Run, Pa March 3, 1756

By Calvin Bricker, Jr.

On September 1, 1736, Clement, Peter and their cousin, Heinrich Studebaker, arrived in Philadelphia to start a new life in a new land of opportunities. They were the patriarchs of a very important and influential family in America, the Studebakers. In the early 1750s, the three Studebakers settled on the frontier with other anti-war German Baptist Church immigrants along the temporary line between Maryland and Pennsylvania. Clement settled in present day Adams County, Pennsylvania, near Gettysburg, Peter in Washington County, Maryland, at Williamsport and Heinrich in Montgomery Township a half a mile south of Welsh Run.

In the fall of 1755, four months after the defeat of General Braddock's army in Western Pennsylvania, the full fury of the French and Indian War erupted in our area with the massacre and capture of many of the settlers west of the Tuscarora Mountains. The settlers in our area either fled to the east or organized themselves around private local forts for protection. Feeling safe Heinrich Studebaker did not flee but stayed at his farm, since he was less than two miles from the fort of his brother-in-law, Allan Kellough, south of the temporary line. In mid-February 1756, Delaware King Shingas and War Chief, Captain Jacobs, led a war party of forty-five braves from their main village at Kittanning on the Allegheny River south to attack the settlers along the Potomac River at present day Hancock and Williamsport, Maryland. On the first of March, the war party savagely descended on the settlers, killing and capturing many. They burned their cabins, barns and granaries and slaughtered their livestock before turning north to retreat through our area.

On March 3, 1756, Heinrich Studebaker and his oldest son, Joseph, were pulling stumps in preparation for the spring planting when the Indian war party attacked. Heinrich was fatally shot while running for his rifle, and Joseph was grabbed by one of the savages as he raced towards the cabin. The war party descended on the cabin, forced their way in and captured Mrs. Studebaker and three of her children. The Indians quickly gathered up their prisoners and any items they wanted before making a hasty retreat. They did not have time to burn the cabin or kill the livestock. They captured Mrs. Studebaker and the children, twelve-year old Joseph, ten-year old Phillip, five-year old Elizabeth and a two-year old child. Heinrich's oldest daughter, Susannah, had gone to visit her uncle, Allan Kellough, and was not home at the time of the attack.

The Indians always made a hasty retreat after an attack, mostly traveling for twenty four hours straight. Mrs. Studebaker, who was pregnant, could not keep up. She and the baby were separated from the other children and were killed and scalped. This was devastating to the children, especially five year old Elizabeth. Joseph did his best to calm her for fear that the Indians might turn on her and kill her too. The children were taken to Kittanning where they were adopted into the Delaware Nation. The children were together at Kittanning when Colonel John Armstrong's forces attacked the Indian village in early September of 1756. Armstrong's men burned the village and killed many Indians, including Captain Jacobs. The Studebaker children were forced to hide in the cornfields during the attack until they were ferried across the Allegheny River to safety. After the attack, the children were split up and taken deep into Indian territory in present day Ohio, where they lived with the Indians until they were forced to return to their white families at the end of Pontiac's War in 1764.

Philip Studebaker and fifteen other prisoners were returned to their white families at a peace conference in Lancaster, Pennsylvania, in 1762. This was a gesture of good faith on the part of the Indians. This was difficult for the Indians to do. These captives were adopted by the Indians, and it was the same as giving up their own children. Joseph and Elizabeth Studebaker were forced to return to their white family in the fall of 1764 at the end of Pontiac's War. Elizabeth was unable to re-adapt, and she ran off to live with her Indian family, where she remained the rest of her life. Joseph had difficulty adapting and was always known as Injun Joe. He married a white woman, and he and his brother, Phillip, and their families homesteaded in western Pennsylvania and Ohio after the Revolutionary War.

The two Studebaker brothers who started the wagon works at Southbend, Indiana, in 1852 were descendants of Clement Studebaker. The Studebakers sold thousands of wagons to the Union Army during the Civil War. These wagons were considered by many to be the best and most dependable built at that time. In the early 1900s, they began building the Studebaker cars.

SOURCE: *The Studebaker Family National Association (1976) The Studebaker Family in American 1735-1976*

BON-FIRE / GET-TOGETHER

Its here, the 25th Annual Florida State Meet this Oct. 25-26. A lot of effort and time has been put into preparing the site, make all the reservations, and last of all, polishing up that Studebaker for another weekend out on the town. For some it is a time to wind down and relax knowing that everything for the meet is coming off with out a hitch. For others , it is a time to get wound up, to party, and share stories with those who share in the same interests. Which ever the case, you are all invited over to my place Friday night for a Bon-fire / Get-together out behind my house, only a few miles away from the show. No need to reserve a place, but the best parking is for the first to arrive. It will be a come as you are.

Bring your own beverage. There will be plenty of parking, and ice for the beverages. We will also provide condiments for those who want to cook hot dogs over the open flame. The bon-fire starts at sun down, and will go ! as late as, well, whenever. (Been known to go into the A.M. hours). See the map for directions...

Here are the directions from the car show to my house for the bon-fire...

From the hotel, take I-4 West to the next exit (Lake Mary Blvd)

From I-4 and Lake Mary Blvd., head east (left) on Lake Mary Blvd. 2-1/2 miles.

Turn right at onto Longwood Lake Mary Rd..

Go 1/4 mile and turn left onto Washington ave..

We are the first house on the right. 321 Washington Ave.

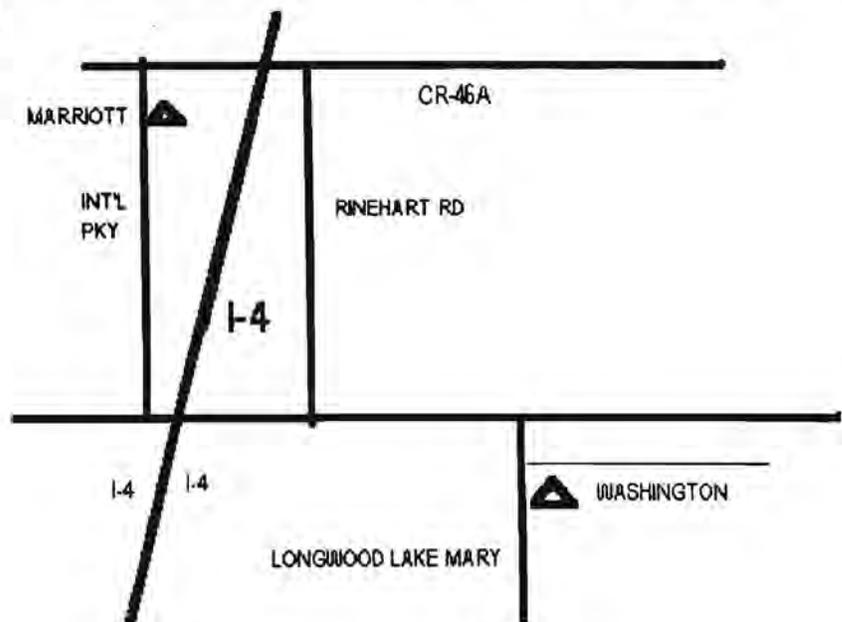
If by chance there is a larger then expected turn out, there will be a church parking lot at the corner of Longwood Lake Mary rd. and Washington ave. at which will be able to park cars.

Joe Donoughe

321 Washington Ave.

Lake Mary, Fl. 32746

407-321-5887



Why Did Studebaker Go Out of Business?

As we celebrate the 150th anniversary of Studebaker, this is a question that is still being asked and for which there is no one right answer. Below are some thoughts presented by Leigh Morris, SDC member from the Land of Lincoln Chapter and past National SDC Director.

I believe the seeds of destruction were sown during the 1920s. First, Studebaker's board adhered to the big dividend philosophy. Though a common and well accepted business practice, it robbed the company of funds that could have been used for capital improvements, acquisitions and in times of financial hardship. This policy would come to haunt Studebaker as the Great Depression took hold.

Secondly, Studebaker made a complete mess of its attempt to acquire White Motors. It was a great idea. Had Studebaker pulled it off, they would have had a great chance to dominate the truck industry. Their move failed because 1) amazingly they ran afoul of an obscure Ohio law (one that Studebaker's lawyers should have identified and advised management on), and 2) they were rapidly running out of cash due mostly to the big dividend policy that continued right into the depression.

Third, the Pierce-Arrow acquisition only hastened Studebaker's financial implosion. Though the move was based on sound business strategy, Pierce-Arrow needed an infusion of cash. Coupled with the big dividend policy, Studebaker's financial woes were mounting.

Fourth, Studebaker failed miserably in its two attempts to enter the low-price field - first with the Erskine and then the Rockne.

All of this led to Studebaker's decision to enter into receivership in 1933. As a result, Studebaker was forced to sell Pierce-Arrow and their majority interest in White Motors. Without cash, the company had to put their plans for a low-price car on hold. Thus, Studebaker was left as a maker of mid-price cars, not the greatest position to be in during the midst of the Great Depression.

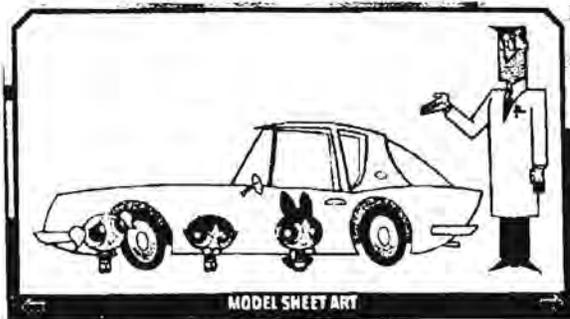
Receivership and the fall of Albert Erskine took the wind out of Studebaker's sails. Though Vance and Hoffman were very able men, they lacked the vision and daring of Erskine. Vance and Hoffman sought only to secure Studebaker's position. By contrast, Erskine wanted to make the company grow. Erskine understood that Studebaker's long-term survival depended upon its ability to transform itself from an independent manufacturer of mid-priced cars and some light-duty trucks into a full-line company (low-, mid- and high-priced cars and light-, medium- and heavy-duty trucks).

Time certainly proved Erskine correct. Had it not been for the big dividend policy, he probably would have succeeded and the Studebaker Story would have taken a much different direction and may have survived to this very day.

Of course, other factors contributed to Studebaker's demise. A few of the more notable:

- * The decision to produce the "all-new post-war car" in 1946. Since it was a seller's market and a company could sell everything it could produce, Studebaker would have been better advised to have used its war profits to upgrade its manufacturing facilities. In fact, they could have built an entirely new assembly facility in South Bend, thus reducing their high operating costs.
 - * The failure to end the piece-work system at the end of the war. This was an especially costly mistake.
 - * The failure to take advantage of their war-time reputation as a truck manufacturer. Not until it was way too late did Studebaker understand the importance of the truck market.
 - * The loss of Paul Hoffman during the critical post-war years. Hoffman understood trucks and the need to invest in plants. Vance just wanted to sell cars and appease the stockholders.
 - * The resumption of the big dividend policy following WWII.
 - * The failure to clearly distinguish between low-price Champions and mid-priced Commanders and Land Cruisers (and later Presidents). Consumers began looking upon the entire Studebaker line as low-end.
 - * The failure to develop and execute a clear, consistent advertising policy.
 - * A weak dealer network.
 - * The decision to rush the C&Ks to market and the resulting quality control problems.
- Well, you get the idea.

Reprinted from studebaker-drivers@eGroups.com forum.



Recognize the car? You can see it tonight at the theater in *The Powerpuff Girls Movie*. Be sure to take a youngster with you if you don't want to stand out.

Puns for Fun...

- * Two vultures board an airplane; each is carrying two dead raccoons. The stewardess looks at them and says, "I'm sorry, gentlemen, only one carrion allowed per passenger."
- * A three-legged dog walks into a saloon in the Old West. He slides up to the bar and announces: "I'm looking for the man who shot my paw."

Dean,

Would you please enter the following in the newsletter prior to the State Meet; hopefully there'll be one about a month before the Meet.

HELP !!!!!

Sharon Cramp & Marion White are co-chair persons for the Hospitality Room at the State Meet being held the last weekend of October. We need to know what each of you plan to bring in the way of snacks for the hospitality room that will probably open about 5:00 p.m. that Friday, the 25th. Plus it will be open each day of the meet.

The following are suggestions: Meatballs in a crock pot, wee smokie links in barbeque sauce in a crock pot, cheese balls with crackers, dips with chips, ample fruit platters, cookies, brownies, etc.

We need to hear from you by ~~Sept. 15th~~ ^{Oct 10th} noting what it is that you plan to contribute to the hospitality room for snacking as our guests arrive. Respond to: Sharon Cramp, 1091 Pineview Tr., Kissimmee, Fl., 34747, (via snail mail), via email: scramp1121@aol.com, or by phone: 407-396-6830 or to: Marion White, 32404 Okaloosa Tr., Sorrento, Fl 32776 (snail mail), via email: astude@aol.com, or by phone: 352-383-7279.

ALSO: We need persons to assist us in that room during all of the State Meet (other than banquet time). Please let us know that you can and the best time for you to be there.

Expecting to hear from each of you with the assistance that's needed to make this a great Meet with every guest being made to feel so welcome!

Studebaker Parts & Service

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Fruitland Park, FL 34731
352-385-0743

5/1 to 10/1
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Norfolk, NY 13857
315-384-3926

www.Studebakerracing.com

Bob Coolidge
407-695-4992



Studebaker

Anyone recognize these?

KEEP WELL / TO THE RIGHT / OF THE ONCOMING CAR
GET YOUR CLOSE SHAVES / FROM A HALF-POUND JAR

DON'T TAKE / A CURVE / AT SIXTY PER
WE HATE TO LOSE / A CUSTOMER

REMEMBER THIS / IF YOU'D / BE SPARED
TRAINS DON'T WHISTLE / BECAUSE THEY'RE SCARED

DONT STICK / YOUR ELBOW / OUT SO FAR
IT MIGHT GO HOME / IN ANOTHER CAR

IF YOU / DON'T KNOW / WHOSE SIGNS / THESE ARE
YOU CANT HAVE / DRIVEN VERY FAR



STUDEBAKER DRIVERS CLUB, INC.

25TH ANNUAL FLORIDA STATE MEET

OCTOBER 25-26, 2002

ORLANDO MARRIOTT - LAKE MARY

(I-4 EXIT 51A at SR-46A)

HOSTED BY THE ORLANDO AREA CHAPTER



MEET INFORMATION:

DEAN GESSNER 352-324-2230, RUSSELL DEFAZIO 407-767-6425 OR 407-699-6074
 WWW.ORLANDOSDC.COM Email: info@orlandosdc.com
 ORLANDO AREA CHAPTER-SDC 31654 WEKIVA RIVER RD SORRENTO FL 32776-9233

MOTEL INFORMATION:

(RESERVATION DEADLINE 10-01-2002)

1501 INTERNATIONAL PARKWAY LAKE MARY, FLORIDA 32746
 RATE = \$69.00 + TAX PHONE 407-995-1100 FAX 407-995-1150
 WWW.MARRIOTT.COM (THEN SEARCH FOR LAKE MARY FLORIDA)

PLEASE TYPE OR PRINT CLEARLY

NAME	SPOUSE
ADDRESS	EMAIL
CITY/STATE/ZIP	PHONE

BANQUET (Deadline Tuesday Oct 22)

	EACH	AMOUNT
TENDERLOIN TIPS # ___ OR GRILLED CHICKEN # ___ = TOTAL # ___	\$21.50	\$
CHICKEN FINGERS W/MAC & CHEESE (CHILDREN UNDER 12) # ___	\$15.00	\$
CHILDREN: AGE() SEX (), AGE () SEX (), AGE () SEX () (SPECIAL DOOR PRIZES)		

TROPHY SPONSOR (LISTING IN THE MEET HANDBOOK) # ___ \$20.00 \$

SWAP MEET SPACE W/TABLE-----INDOOR # ___ OUTDOOR # ___ FREE \$ 0.00

CAR	YEAR	MODEL/STYLE (PRESIDENT 2 DOOR ETC.)	CLASS		
#1				\$9.00	\$
#2				\$5.00	\$
#3				\$5.00	\$
#XX			DISPLAY	\$0.00	\$ 0.00

NO CHARGE FOR ADDITIONAL CARS BEYOND 3. USE SEPARATE SHEET IF NECESSARY

GENERAL REGISTRATION (You must register to participate in other events) \$ 4.00

TOTAL (MAKE CHECKS PAYABLE TO ORLANDO AREA CHAPTER-SDC) \$
 SEND REGISTRATION TO:
 31654 WEKIVA RIVER RD SORRENTO FL 32776-9233

CLASSES: (1)-PREWAR (2)-1947-52 ALL (3)-1953-55 COUPES AND HARDTOPS
 (4)-1953-58 SEDANS AND WAGONS (5)-1956-61 HAWKS AND HARDTOPS (6)-1959-63 LARKS
 (7)-1962-64 GT HAWKS (8)-1964-66 STUDEBAKERS (9)-1963-64 STUDEBAKER AVANTI
 (10)-COMMERCIAL (11)-1965-?? AVANTI (II) (12)-MODIFIED CARS (13)-MODIFIED TRUCKS

THE FINE PRINT: I DO HEREBY RELEASE AND HOLD HARMLESS, ORLANDO AREA CHAPTER -SDC FROM ANY SUITS, ACTIONS, DAMAGES OR CLAIMS WHICH MAY ARISE FROM ANY LOSS OR DAMAGES TO ME OR TO MY PERSONAL PROPERTY.

SIGNATURE	DATE / /2002
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Registration will not be accepted without your signature

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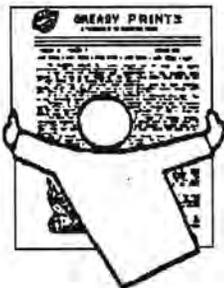
Greasy Prints is the official bi-monthly publication of the Orlando Area Chapter - Studebaker Drivers Club. All comments and opinions are those of the author and do not necessarily reflect the policy of the Chapter.

ORLANDO AREA CHAPTER - SDC
DEAN GESSNER - EDITOR
8721 HWY 48
YALAHA, FLORIDA 34797



TO:

FRANK & ANITA ANTONIETTO
41604 W. KIRK ROAD
GIBSONIA, FLORIDA 32708-9273



<http://clubs.hemmings.com/oac>

GREASY PRINTS



STUDEBAKER DRIVERS CLUB

BI-MONTHLY PUBLICATION

ORLANDO AREA CHAPTER

ESTABLISHED OCTOBER 15, 1983

CHARTERED JUNE 19, 1984

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VOLUME 20

NUMBER 1

November-December 2002

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

STATE MEET - FINAL UPDATE

October 7, 2002

We have received several business card ads, and trophy sponsor donations. I don't know if I can remember all of them, but we did receive trophy class sponsor contributions from Studebakerracing.com, Living Legends of Auto Racing Museum, N.J. Electric Co., Crane Creek Fisheries and a few individual sponsors from Jeff & Carrie Rice, Jim & Ann Morgan and Lou and Marylin Guglielmello.

To date, we have received over \$1000 in trophy sponsorships, so the cost of our trophies, dash plaques and registration packets are covered. These three items represent the major expenses for our Meet, so we should be able to afford a few extras to help make the meet more enjoyable for everyone.

The Marriott will be serving lunch in the show area on Saturday. The price will be \$5.00 and will include the usual car show fare. This should be a great convenience to



Marriott - Front Entrance

those who like to stay near their car, or just don't want to leave the show for lunch.

We will have a hospitality room where our visitors, and workers, can spend a little time indoors and out of the sun. We hope to have refreshments and snacks available.

I've sent notices of our meet to the three major TV stations, so

perhaps they will come out and interview you. Who can say, you might be the feature on the 11:00 O'clock news.

We have the parking area established, and an area is set up for those who wish to wash their car before the show.

Hopefully, we have it all covered, but you never know. Thanks to every one of you who has pitched in.

Everything seems to be falling into place, so we will just have to do our jobs and see how the weekend unfolds. See you in Lake Mary!



Marriott - rear entrance

COMING UP

The picnic & Turkey Run in November, and the Christmas dinner in December

FALL PICNIC

Mark November 10th on your calendar

Kelly Park in Apopka will again be the place for our annual fall picnic. We will have it on Sunday, the 10th of November. We will start at 1:00 PM. You can arrive sooner if you like.

As in the past, Dean will arrive early, and get the grill started. The club will provide the charcoal and the ants. Everyone should bring their own food, beverages, and utensils.

To get to Kelly Park, take Highway 441 into Apopka. Turn North on Park Avenue (CR-435). Stay on Park to the end (about 5 miles), then turn right. Go to the first street and turn left. The entrance to the park is on the right.

No Alcoholic beverages are allowed in the park, so make sure you do all your heavy drinking before you arrive. There is a \$3.00 entrance charge per car to get into Kelly Park.

TURKEY RUN

Thanksgiving Weekend

Mickey Prankas, from the Sunshine Chapter, is again spearheading the drive to get a Studebaker presence at the Turkey Run. The Turkey Run starts on Thanksgiving Day and runs through Sunday.

Mickey has an area set up for the Studebakers and needs to know in advance if you are planning to be there.

For more information, contact Mickey Prankas at stdbkr1955@aol.com via email, or 305-893-6337 by phone. Write to him at 871 NE 122nd Street, North Miami FL 33161.

CHRISTMAS DINNER

Logan's is the place again this year

Sunday December 8th

1:00 - 4:00 PM

Location: Logan's Roadhouse
State Rd 46 in Sanford
Exit 101B - 1/4 mile East of I-4

This year we have three options
Includes meal, beverage, tax & tip

\$9.99

Entree Items-Choice of five items:
Deluxe Chicken Sandwich w/Chips
Mesquite Grilled Sandwich w/fries
Bacon Cheddar Burger
Fried Chicken Salad
6 Oz. Sirloin w/side salad

\$12.69

Entree Items-Choice of five entrees
9 Oz Sirloin
Grilled Steak Kabobs
Half Rack of Ribs
Mesquite Grilled Chicken
Teriyaki Chicken Breast
Side Items (one)
Sweet Potato, Baked Potato, Mashed Potatoes, Fries, Cinnamon Apples, Fresh Vegetables, Rice Pilaf

\$16.99

12 Oz Sirloin
6 Oz Filet Mignon
Grilled Salmon Fillet
Mesquite Grilled Shrimp
12 Oz Rib-Eye
Side Items (one)
Sweet Potato, Baked Potato, Mashed Potatoes, Fries, Cinnamon Apples, Fresh Vegetables, Rice Pilaf

Chinese Auction Gift Exchange -

If you wish to participate:
Bring a wrapped gift valued at \$5.00 or more

Contact:

Anita Ambrogio 352-735-9193 no later than November 30th (limited seating)

CAR SHOW

Antiques Anonymous Show in Eustis

Ferran Park in Eustis FL was the site of the 26th Annual Car Show, sponsored by Antiques Anonymous Car Club and the City of Eustis Recreation Department. The proceeds went to benefit Hospice of Lake & Sumter Counties.

Once again, the Orlando Area Chapter made its typical strong showing with 200, oops, 20, oops again, make that 2 members showing up. Needless to say, we did not win the award for the most participants from one club.

Jerry & Becky Ray, along with Becky's daughter, Missy and grandson Scott, joined Anita and me. We met at our house, and then took a nice drive in the country along the scenic route through Lake County.

DJ Joe Monte was playing the music from the 50s and 60s. We were lucky to park far enough away from the giant speakers, so that we could actually carry on a civilized conversation. I do love the music, I just can't tolerate the decibels.

The show attracted about 60 cars, and instead of trophies, cash prizes were given out, ranging from \$20.00 to \$100.00. This made the show a bit unorthodox in that it really didn't matter what you drove to the show, or what shape it was in. Everyone had an equal chance to win some of the cash.

Perhaps I should rephrase that to say "everyone else" had an equal chance. Once again, as has been the case with our club's 50/50 drawing, the Ambrogios were left without any of the extra cash bonus doled out by the host club.

I thought perhaps they had some dislike for Studebaker cars, and their owners, but then Jerry Ray managed to rake in one of the \$20.00 prizes.

Jerry fell in love with a 1948 Coupe of Studebaker persuasion that was

driven to the show by Travis Ainslie, who is not a member of our chapter. This car was heavily modified with a beautiful black paint job, and a 1950 bullet nose front. It sported a Corvette LT1 V8 and a TH-350 automatic transmission.

It certainly is a car that you would simply have to see, as I can't do justice with a written description. Travis told Jerry that the car was for sale. He further stated that for (only) \$600, oops, \$6000, oops again, make that \$60,000, he would deliver it to Jerry's driveway.

When Jerry said he would have to wait to see if he won the lottery that night, Travis gave him one of his business cards. That's confidence, and some pretty good business sense. I don't know if Jerry's good fortune, after winning \$20.00 at the show, continued to 11:00 PM that evening when the lotto drawing took place.

I don't recall seeing any nice black Studebaker Coupe parked anywhere near the Ray homestead in Winter Springs. Perhaps he has it safely tucked inside the garage. Then again, I've seen the garage, and you couldn't squeeze a banana in there, let alone a full size car.

My guess is that he will be "stuck" with that "poor man's, restored 1957 Silver Hawk for a little longer. Then again, they have two lotto drawings a week, so who knows?

Although it was very hot, we managed to find a spot in the shade, and several times, the sun hid behind the clouds and created a little nicer environment.

Once the money was disbursed, everyone packed it in and headed for home. I hope Hospice picked up a few dollars in the process. There were many nice cars, and the downtown Eustis setting was pleasant. Good job.

IT WAS A GREAT MEET

By Frank Ambrogio

Anita and I have attended 19 SDC International Meets, 20 Florida State Meets, and 1 Southeast Zone Meet. All of this has occurred since 1981 when we first got involved with old cars, in general, and Studebakers, in particular.

We have suffered through weather that ranged from downright cold in Seattle-1982, to absolutely beautiful in Estes Park-1987, and Rapid City-1999, to unbearably hot in South Bend-1983 & 1988, Indianapolis-1986, and Las Vegas-1989.

We have been forced to endure some horrible banquet food (I won't say where), as well as some unusual banquet conditions, such as the hoe-down in Estes Park and the outdoor dinner in Rapid City. The food at a few of our State Meet banquets also left a lot to be desired.

We have had to do combat with the rain, protect our skin from the sun, shield our blood from the insects, and subject our minds to some moronic conversations.

Without exception, I have encountered someone who just had to complain, about one thing or another, at every meet. "This chapter doesn't have its act together." "What they should have done was.. blah, blah, blah." "I think whoever is running this show doesn't have both oars in the water." "Did you see the prices these guys are asking for those Studebaker parts?" The list goes on.

Sometimes, unforeseen events can put a damper on a meet. The rain at the 1995 International Meet in Dearborn MI, washed out a great car show and a chance to enjoy Greenfield Village. Rain also put a damper on the 1997 State Meet in Alachua.

Often times, high prices tend to keep the level of participation down. Most times, it is the hotel costs that are a little hard to control. Trying to find a site that can accommodate all the requirements, parking, banquet facilities, and a reasonable room rate, can be quite daunting. No matter what the outcome, someone will complain.

Almost without exception, the most vociferous of those who complain, are the ones who have never done anything to help put on a meet. They think the whole idea of a meet is for someone else to do all the work, and make it perfect, so that they can have a great time. If only that were the case.

Well, as I said, I've attended many meets, even helped organize a few, and I can honestly say that I've never been to a bad meet. There are always things that could have been better, but 20/20 hindsight always provides a better picture than does looking into a crystal ball.

In my opinion, barring sickness or injury, it is difficult to attend a meet, and not have a great time. The ingredients that go into a good meet are pretty simple when you break them down.

Though there have been variations on the main theme, all the meets I've attended have pretty much followed the "how to put on a good meet" blueprint.

Parts were available for purchase, tours were scheduled for enjoyment, cars were on display, banquets were held, friendships were made or revisited, and great memories were forever established. In short, they had it all.

If I brought a car to the meet and didn't win an award, I am glad that someone else had the chance to enjoy that experience. If I did win an award, that is just a bonus. While winning an award is fun, the award itself just goes on the pile to collect dust and rarely be seen.

Let's face it, no meet is perfect, and when it is run by volunteers, you have to expect a few problems. Plus, as I explained earlier, some items are beyond the sponsor's control.

I always go to the meet thinking that it is just a thrill to be a part of it. I listen, observe, study, and occasionally (rarely) I even do a little talking. Yes, it's true!

Meets? I've been to a few. And, each time, I say, "it was a great meet!"

Sometimes I sit at our monthly meetings and wonder how we've ever lasted this long. Someone will come up with an idea, and before long it is approved. However, no one seems to think a little further into the process and ask the right questions. Here are a few examples.

Early in our club's history, a member suggested that we buy a copy machine. "We could save a lot on printing costs for the newsletter" was the logic. Everyone seemed to think that this was a great idea, and just before we voted to implement it, a question was asked. "Where are we going to keep it?" It seems no one thought about that. After further discussion, the idea was dropped. Common sense prevailed.

A little later, someone suggested that the club buy a book called "You can drive your Studebaker forever", by Dick Datson. The logic was that any member could borrow it from the last person who borrowed it. Another Question! "Who is going to keep track of where the book is?" It seemed that, the club would pay for the book and someone would end up with it for free.

In this case, that is exactly what happened. The Chapter bought the book. I don't remember if anyone ever borrowed it. As time passed, no one even knew that the club owned this volume. Seventeen years later, someone suggested that the club buy this very same book, for the same reasons as before. What goes round...

A few years ago, someone decided that our club should have a sign. This item was apparently bandied about for a couple of meetings. Pricing had been obtained and it was decided to buy a sign.

Then came a question. "What are we going to do with this sign?" The answer was, we would take it to the car shows and display it with our Studebakers. More questions: "Who

goes to car shows besides one or two of us?" "Who is going to transport this sign to the various shows that no one goes to?" And the real kicker, "We already have a sign, so why can't we just use that one?" Well, *common sense* prevailed and no sign was purchased, the fact that we even own a sign is probably forgotten, and the whereabouts of this club sign, is anyone's guess.

For years, we managed to operate within our budget, and occasionally, we made a few bucks. Our Treasury balance reached the \$2000.00 figure for the first time in our history. Well someone asked "what are we going to do with all this money?" "Spend it" was someone's reply.

Questions which should have been asked: "Won't we need some of this money for the newsletter?" Prices haven't gone down in years. "Won't we need a little working capital when it is our turn to host the State Meet?" These were questions were never asked. Therefore, we gave away a substantial portion of our cash.

Later, the bank informed us that, since our balance was (well) below \$1000.00, we would incur a monthly \$10.00 service charge. Newsletter costs rose, and it was our turn to host the State Meet. How do we solve this problem? Easy! We just follow the example set by the U.S. Congress. Whenever it mismanages the country's finances it raises taxes. Let's raise our dues. Our dues are basically earmarked to cover the cost of the newsletter. Since we squandered that money, the only logical solution is to simply charge those trusting members a higher fee.

There have been countless other examples, but I hope you get the idea. In case you don't, here is the point.

Before we plunge headfirst into some project, let's try to use a little *common sense*.

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