



GREASY PRINTS

The Bi-Monthly Newsletter of the
Orlando Area Chapter - Studebaker Drivers Club
Web: <http://clubs.hemmings.com/oac>

Newsletter items must be received by the 25th, even months

ESTABLISHED
OCTOBER 15, 1983
CHARTERED



JUNE 19, 1984

Volume 31 Number 1

January - February 2013

From The President By Dick Langlotz



I hope 2013 brings many opportunities for members of our club to participate in various activities.

At our recent Christmas party, we tripled the number of guests from the previous year.

We have many events planned for 2013. They include:

- * a picnic at Tarpon Springs in January.
- * a visit to see the Cade's car collection in February.
- * An old car celebration at Kissimmee in March.

Our first business meeting in January will involve a discussion on plans for the rest of the year as well as nominations for officers. All dates and times will be listed in our activities column.

In addition, we will send Greasy Prints bulletins every other month as reminders of planned events.

Hope to see you soon.

Dick Langlotz

CALENDAR OF EVENTS

What's Happening in Our Region from our Activities Director Dick Langlotz

2013

Saturday January 12th 1:00 PM

Picnic at Fred Howard Park 1700 Sunset Drive Tarpon Springs, FL
Picnic site #6 right on the Gulf of Mexico. Bring your own picnic lunch and beverage. Drive your Studebaker or Avanti. Ample parking. Many unique shops and restaurants to explore in Tarpon Springs.

Sunday January 13th 3:00 PM

I HOP on Rte 46 just East of I-4 next to the Mobil gas station.
First business meeting of the year. Nominations for officers and suggestions for activities.

Sunday January 27th 8:00 AM

Monthly breakfast at Too Jay's Deli 3577 Lake Emma Road Lake Mary FL

Winter Park Concours d' Elegance

By Frank Ambrogio

Sunday November 11, 2012 was the date for the eleventh annual show along Park Avenue in Winter Park. This show is an international judged event celebrating the art of automotive design. Anita and I decided to make the trip and enjoy some time along the famous upscale avenue.



1956 Lincoln Premier - color Island Coral

This year, the show honored two distinct cars - Lincoln and Porsche. Lincoln was started by Henry M. Leland, also the founder of Cadillac. My favorite Lincoln, the Lincoln Premier was a luxury car that sold for about \$4600.00 in 1956 by Ford Motor Company's

Lincoln-Mercury division. I've always felt this design was one of the most beautiful of the 1950s era. This model first caught my eye in 1956 when the neighbor across the street came home with a Jamaican Yellow convertible.

However, owning one was financially impossible. I was 16 years old and my total lifetime earnings didn't reach \$4600.00 until I reached the age of 22.



1956 Lincoln Premiere - Jamaican Yellow



Porsche 356 a 1600 Super Speedster

Porsche, began in 1948 with a two-seat model 356 powered by a "1.1 litre centre" engine delivering 40 HP. This was followed by the 352/2 models which today are considered priceless. The 356 Porsches became well known for their racing prowess with both individual and factory cars participating in races like the LeMans 24 Hour Race and the Targa Florio in Sicily. Unlike the Lincoln, I don't remember hearing of Porsche until the



1955 Porsche 356/2

1970s and never had an interest in owning one. But I did drive a friend's 1988 Porsche 944 and I enjoyed zipping around in it. The handling was a *little better* than it was on my Studebaker!

The show wasn't limited to these two marques. Exotic cars, hot rods, old cars, trucks, new cars, luxury cars, electric cars, muscle cars, and many others, including motorcycles, were all part of the show. Several dealers were present with a host of new offerings mostly in the luxury class such as Rolls Royce and Bentley. Among the many makes I saw on display were, Jaguar, Ferrari, Maserati, MG, Fisker, Smart, Mini, Lamborghini, Corvette, Austin-Healey, Morgan, Fiat, BMW, Cadillac, Lotus, Mercedes-Benz, Thunderbird, Infiniti, Audi, McLaren, Ford, and Lexus.

The fee to simply enter a car was \$95.00, more if you planned to participate in other events. There were a total of 42 judges hailing from around the State including a few names I'm familiar with such as Larry & Darrel Cole, Lee Dunkin, and Tom Holt. I believe they all belong to the Florida Region - AACA..

The show is a three day event with registration and *Aeroport Reception* to benefit *Seminole Kids House* taking place on Friday evening. Saturday featured two tours, one in Winter Park, and the other to an undisclosed location. Sunday of course was the show and it drew a large crowd. Spectator parking spaces were hard to find, and once found, a bit of a walk was in order. The cars were parked neatly along Park Avenue at Morse and adjacent streets. The awards ceremony ran from 3:30 to 4:30 PM in Central Park. Park Avenue, as you might expect, was closed for the duration of the show and reopened at 6:00 PM.

We spent the better part of 4 hours enjoying the spectacle and also found time for lunch at a place called Burgerfi. A little later, we took an ice cream break at one of our favorite places, Kilwin's. A great day with beautiful cars, good food, the weather was perfect, and the music was actually bearable.

This is the fourth or fifth time we've visited this show and it is such a departure from the normal old car shows that we attend. Maybe too many new car dealers, but it really delivers something for everyone and judging by the size of the crowd in attendance, I think just about everyone showed up.

39th Annual Daytona Turkey Run By Frank Ambrogio



The 2012 version of the Turkey Run was held over the Thanksgiving weekend beginning on Thursday, November 23. The five Studebaker ladies again set up the reserved area for the Studebaker Drivers Club and friends. We drove our 1956 Golden Hawk to the show on Thursday and Friday. On Saturday, we went to an AACA show in Ormond Beach. The Studebaker Ladies consist of Emily from the South GA Chapter; Betty from the SC Palmetto Chapter; Linda from Duncan Falls OH; Orva and Edie from the North Central FL Chapter.

Thanksgiving was not so great weather wise. The temperature was in the 60s which wasn't so bad, but the 20-30 MPH wind out of the North made life somewhat less than perfect for spectators, shoppers, participants, and vendors alike. Our area in front of Lake Lloyd is open to the winds and the gusts made it difficult to keep lighter weight items from blowing off the serving table. Vendors were also having trouble with the wind gusts.

But the colder weather did nothing to dampen the warm atmosphere that surrounds our group as each new arrival made its entrance. It's always nice to see the same folks who visited in previous years and to see some new cars and owners who are making their initial visit. Despite being the closest chapter to the event, the only Orlando Area Chapter members to bring a Studebaker on those two days besides us were Don & Edie Fifer who had their 1946 M-5 Pickup on display. A couple other OAC members showed up but since they didn't bring a Studebaker and support the effort, *I'm not going to mention their names.* You have to earn it in order to get mentioned in my story.



Thursday, we met up with some former co-workers at the Olive Garden parking lot on S. Williamson Ave a few miles South of the Speedway. They rode with us into the show. We had a great time visiting with them and searching through part of the enormous swap area. This was their first ride in a Studebaker and they seemed to enjoy the ride. They own an older Porsche and Jaguar, so they probably weren't used to riding in such luxury!!!!

Friday proved to be an almost perfect day as the wind died down to about 5 MPH. This made a world of difference even though the temperature was about the same as the day before. By lunch time, just about everyone had shed their jackets and enjoyed the warm sun.



This show doesn't include any judging or trophies, but still has just about everything. The swap meet, arts & crafts, car show, and car coral are all huge in size. There are also games, door prizes, raffle car drawing, even a vehicle repair area.



The raffle car this year was a 1971 Chevelle SS with a 350 Cu. In V8 and automatic transmission. Proceeds from the drawing allow the Daytona Beach Street Rods Charity Committee to donate to charities throughout the following year. The Children of Special Olympics are the major recipients who receive help with equipment and transportation to assist in their participation in their Olympic games. During the past 7 years, they've donated over \$400,000.00 to various charities. Some of that money came from my wallet.

This was the sixth consecutive year that Anita and I have participated. I've always felt that this is one of the better venues to get our Studebakers noticed while enjoying the company of friends, many of whom we may only get to see once or twice a year.

If you've never been to the Turkey Run, it's hard to fathom the enormity of the event. It just goes on and on seemingly without end. When former members Jerry & Becky Ray lived near us, Jerry & I would cover the entire swap meet mostly looking for model cars. Since they moved to Texas, I've barely gotten into the car coral which always has a myriad of vehicles for sale. If you are ever looking for a car, and have money in your wallet, you're sure to drive away with something. The show is on the same Thanksgiving weekend every year, so I hope more OAC members will make plans to attend in 2013. [See my You Tube Video](#)

Orlando Area Chapter Christmas Dinner

By Frank Ambrogio



Anita and I arrived at Stonewood Grill on Lake Mary Boulevard at International Parkway about 5 minutes before our 4:00 PM dinner time. We parked next to Bob & Lorraine Coolidge and walked toward the entrance where we were joined by John & Joann Gormican. We stood outside talking for a minute or so before one of the employees unlocked the front door to let us in a minute or so before the four o'clock opening time.

While waiting to be seated, Larry & Barbara Golub entered and after an exchange of greetings, we were escorted to our private dining area. A little remodeling of this room had been done since the last time I was at Stonewood. The booths were removed and several smaller tables were arranged so as to make a large table that was set up in the middle with seating for about sixteen people. We took our seats shortly before Don Dodgen entered followed almost immediately by Jim & Ann Morgan. Finishing off the arrivals, Dick & Tina Langlotz arrived a few moments later. Some people consider thirteen to be an unlucky number but I'm not sure anyone even noticed, or simply didn't care.

Our servers were two young men who took good care of us. Everyone seemed to enjoy their dinner and we engaged in many separate conversations. Once the food was served, it got noticeably more quiet. All in all it was a nice get together with roughly 20% of our total membership participating. When we finished eating and talking, Dick thanked everyone for showing up and participating in our yearly event.

Numbers have been down considerably from the days when we had over 30 members show up, but what we lacked in quantity, we made up for in quality. Thanks to Dick for setting up the dinner for 2012.

Tis the Season...to renew your OAC Dues!!!

The Christmas lights are still shining. The thoughts of a new year lay ahead. Start 2013 out right. Make sure you have renewed your dues to Orlando Area Chapter SDC. Write a check for \$10 and mail it to:

Bob Coolidge
3860 Bird Dog Lane
DeLand, FL 32724-7425



CARS & PARTS FOR SALE!!

1962 Studebaker/Packard, M35A1 Multi-Fuel 2-1/2 ton 6x6 Military Cargo Truck with 34,049 original miles. Excellent condition. \$6000.00 OBO or trade.



Dwight Swanson 404-569-1993

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Information about our parent club and our chapter

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Vice President	Mimi Halgren
Secretary	Nita Ketchum
Treasurer	Jane Stinson
Editors	Art Unger & Ann Turner
Board Member	Edward Burris
Zone Coordinator	Wayne Lee
Regional Manager	Edith Fifer

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

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

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- Publish a newsletter containing news and information concerning both national and local activities, technical advice, and items wanted or for sale.

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ORLANDO AREA CHAPTER - SDC
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March - April 2013

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Our Tarpon Springs picnic had three clubs participate with more than 24 people. Cars displayed included 4 Studebakers, 8 Avanti's and a restored Datsun.

The meeting on February 9 at the Cade's pole barn was attended by 50-75 people. Thanks to Bob Coolidge for his remarks about this event.

Breakfasts have included between 10-15 people. However, our business meetings, scheduled quarterly, had only 6 people at the January one. Because of the low turnout to nominate board members and without any recommendations, the current board voted to keep the same officers for next year.

Please let me know if anyone will attend the July National meeting in Colorado Springs. If there is enough interest, we will have a dinner with members of the North Central, Avanti and Orlando Area clubs.

With the help of Charlie Steffy, this is a reminder that upcoming meetings will be e-mailed whenever "Greasy Prints" is not published.

Dick Langlotz

CALENDAR OF EVENTS

What's Happening in Our Region from our Activities Director Dick Langlotz

2013

March 23 - Orlando-Kissimmee Sunshine Chapter. Studebakers at Old Town.

March 24 – AACA Kingdom of the Sun Region “Horse and Horsepower” show at Live Oak Stud Farm just West of Ocala. Info: soopb42fla@gmail.com

March 31 - 8:00 a.m. breakfast at Too Jay's Deli

April 27 AACA Volusia County Region car show in Lake Helen, FL
Info: [News](#) <<<<roll your mouse over this link

TRAVELS in a TRANSTAR...notes and commentary from Bob Coolidge

Good Morning: The luncheon at Cade's Pole Barn yesterday was a very nice event. There must have been between 50 and 75 people present. A variety of antique vehicles were driven to the event as well. These included, in addition to several Studebakers, a 1954 Hudson and a 1963 Buick Riviera.

All the barns were open to view the Studebaker collection and a great lunch was served in the shop building.

The Cade family was out in force including two sisters and a brother of Stephen's that I had not met previously. The museum is apparently moving through the planning stages with much support from the Gainesville city government. The focus of the museum will not be the Studebaker collection.

Attendees from the Orlando Area Chapter included Dean Gessner, John Gormican, Edith and Don Fifer, and Bob and Lorraine Coolidge.

Bob Coolidge

A few comments and observations from your Editor:

Our monthly breakfasts have always been a fun way to meet old friends and make new ones. For example, at our December breakfast we had Jim and Irene Shoul and Ed, Wenda and Sarah Wenger join us. They are all members of the Keystone Region Chapter SDC (the folks that hosted the 2008 International Meet and put on the big York Swap Meet every year).

In January we welcomed Wayne Farmer and his gorgeous 1950 Champion. Wayne has been an OAC member for quite some time and decided to see what a breakfast is all about. We hope he makes the last Sunday of the month a regular "must do"!

For those OAC members, and for those Studebaker nuts who just happen to be in the greater Orlando area on the last Sunday morning of the month, come out to our breakfasts. Good food...good times...more advice and opinions than you can process but all in all a worthwhile event.

And one more item. A big **Thank You** to Frank Ambrogio and Bob Coolidge and John Gormican for the notes and articles and everything else that you read in Greasy Prints every other month. Without them there is no news. And no news is NOT good news. We are a fun chapter and an active chapter and we want everyone to know about us! So don't be shy...send me whatever you have and I can use it!! If I don't get enough material for the issues I may have to be forced to recruit cub reporters on the spot. So keep those cards and letters and photos coming! See you at breakfast!

Charlie Steffy

Orlando Area Chapter - History

By Frank Ambrogio

This coming October, 2013 will mark the completion of our 30th year as a Studebaker club. In those nearly 30 years, we've been the chapter of choice for 224 families. Some joined and were never heard from again while a few have been with us for all or most of that time. Some long time members are no longer active members.

Since we have so many members who have only been with us for about the last 10 or 12 years, I thought it would be an appropriate time to document our past. This is of course, our chapter history from my perspective and involvement. Others may be able to offer additional information.

Anita & I were new to the Orlando area having moved from Jacksonville in 1981. We had only been involved with Studebaker since March of that year when we joined what was then called the Cowford Classic Chapter - SDC in Jacksonville. Three months later, I moved to Orlando and Anita followed in October once our home was sold.

I felt Orlando was certainly a large enough city to support a chapter, but there was none at that time. We didn't know any Studebaker people in Orlando and since we were new to both the old car hobby and the Studebaker side of that hobby, we simply centered our attention on buying what would eventually be our first Studebaker. In August or September of 1983, I spotted an ad for a 1958 Commander 4 door listed in the Orlando Sentinel.

We went to see the car at the home of Fred Wilcoxsin and during the course of the conversation, he mentioned there were a few friends who were interested in starting a local chapter. We offered our support and arranged to meet everyone at a cruise held at the Steak 'n Shake on Colonial near the old Navy base where we worked. We set up a meeting time and place and thus began the official process. We didn't buy that car, but took possession of our current 1956 Golden Hawk only one week before the first meeting. I've always referred to that 1958 Commander as *"the car that launched our chapter"*.

The Orlando Area Chapter began life as the **Orlando Area Studebaker Club** on October 15, 1983. Frank & Anita Ambrogio, Richard Green & Lucielle Moriarty, Dwight & Carolyn Swanson, and Fred & Ruth Wilcoxsin met at our home in Casselberry and formed the new club. All eight attendees became the original officers and the process was begun to attract members and obtain a charter as a chapter of the Studebaker Drivers Club (SDC). We had no Studebaker Drivers Club affiliation at that point. Our plan was to see what developed and if it looked promising, we would apply for a charter in about 6 months.

The following officers served the first term:

President - Frank Ambrogio, **V**ice President - Fred Wilcoxsin, **C**o-Treasurers - Richard Green and Lucielle Moriarty, **S**ecretary - Anita Ambrogio, **M**embership Director - Carolyn Swanson, **A**ctivities Director - Dwight Swanson, and **E**ditor - Ruth Wilcoxsin.

I had never been involved in any type of organization before joining the Cowford Chapter and was taken by surprise when the other attendees wanted me to be the President of our new club. I just figured since they knew each other, one of them would be the more logical choice. But

deep down, I was a little excited about being our very first President and it was obvious I wasn't going to be able to get out of it. I accepted and held the position for all but 3 months of the next 7 years. Getting people to volunteer to hold an office was so easy. It wasn't until a few years later that I would come to realize how difficult this task would prove to be.

The Club grew quickly and a chapter charter was granted by SDC on June 19, 1984. The actual charter was presented to me on July 5, 1984 at the 20th International SDC Meet held at the Hyatt Regency in Kissimmee, Florida by newly elected SDC President, Stu Chapman. This would be Stu's first official act as SDC President and my first official act as chapter President. At this point, the **Orlando Area Studebaker Club** became the **Orlando Area Chapter - SDC**, or simply, **OAC**.

The OAC newsletter started as an unnamed monthly publication and I was very impressed with the job done by Editor Ruth Wilcoxsin. Beginning with the March 1984 issue, Ruth gave the newsletter its current and clever name, **Greasy Prints**. In 1988, new Editor Anita Ambrogio changed the printing schedule to a bi-monthly.

The second, third, and fourth meetings were held at the homes of Swanson (November), Green/Moriarty (December), and Wilcoxsin (January). Larry & Joann Good joined the club at the January 1984 meeting where Larry offered the use of his workplace office for our regular meetings. We met there on Hwy 436, just South of Howell Branch Road till 1985 when Larry was transferred to the Tampa area. For twenty years beginning in 1985, the **OAC** held its regular monthly membership meetings at Sanford Motors on 17-92 just South of Airport Road. Sanford Motors was a former Studebaker dealership, in Sanford owned by Don Bales. We continued to meet at Sanford Motors until Don's health began to deteriorate. The dealership was eventually closed and the building razed. Since that time, meetings have been held at various restaurants. Don passed away in July 2010.

On March 22-23, 1985 the Orlando Area Chapter served as host for the first time when the 8th Annual Florida State Meet was held at the Quality Inn in Longwood at Hwy 434 and Markham Woods Road. The **OAC** served as host chapter for the State Meet again in 1988 at the Lakeside Inn in Mount Dora, 1991 at the Howard Johnson in Gainesville, 1994 at the Wilson World Maingate in Kissimmee, 1997 at the Ramada Ltd & Days Inn in Alachua, and at the Orlando Marriott - Lake Mary in 2002, 2005, and 2011.

The **OAC** entered the electronic age when the [Chapter's web site](#) was established in 1999. The site contains information including a list of officers [past](#) and [present](#), [Chapter By-Laws](#), [photos of members' cars](#), [registration information](#), histories of all the [Florida State Meets](#) and [SDC International Meets](#). and [links](#) to other Studebaker Chapters and information sources.

The chapter hosted Halloween and Christmas parties over the first several years and a Christmas dinner was held each year when the parties were discontinued. For many years, the chapter also hosted an annual picnic in Apopka. At its peak in 1995, the **OAC** membership totaled 67 families and meetings were well attended. Since 1986, a monthly breakfast has been part of the regular schedule of events.

Of the original 8 charter members, only the Swansons, and Ambrogios remain. The other 4 left the Chapter and the area by the end of 1986. The Swansons moved to Georgia during that same period, and though they can't be active, they have remained OAC members.

Other than our charter members, the longest continuous member still in our chapter is Jeff Elliott who joined prior to our second meeting. Next in line joining at our third meeting are Larry & Barbara Golub and Jerry & Cindi Shelton.

Tech Tips from *The World's Most Wonderful Mechanic*:

For those Studebaker owners that actually drive their Studebakers:

Stuff to be kept on the shelf to be used as needed. And they WILL be needed eventually.

Gates Brand Radiator Hoses, available from your local parts house:

V8 Larks and E Series V8 trucks:

Upper # 20711 Lower # 20603

V8 Hawks & V8 C & K Bodies

Upper # 20406 Lower # 20767

The hoses identified above will require some trimming, but are current numbers and the hoses will be fresh rubber. Use right hand cutting instruments only.

Note that there are no numbers provided for 6 cylinder vehicles.

6 cylinder Studebakers are disposable, like toy pedal cars, and should be thrown away after the 3rd oil change. Only save the parts that can be used on V8s, like Radiators and stuff.

For those that do not know, or have never met TWMWM (a.k.a. Dan Dobbins of Medford NY) he is our Studebaker Ice Racer (a concept totally unheard of here in FL but written up in several motoring publications up North. When he is not racing Studebakers on the ice, he is the proprietor of Island Oil Change, one of the pioneers in the Come to You and Change Your Oil on the Spot services. His choice for a service truck? A Studebaker Champ pickup of course! Your editor had the privilege of knowing Dan and his amazing wife Emma Lou through the Keystone Region Chapter of the SDC back in the 1980s. Dan was Tourmaster (Activities Director) of that chapter for several years and led the Pennsylvania Studebaker folks to some of the most interesting places imaginable! And as you can tell by the tone of his tech tip, one never has to guess Dan's opinion on a certain topic. It comes through loud and clear! But all in all, he does share a wealth of information that we all need to keep our Studebakers on the road!

Have You Renewed Yet??

Don't miss a minute of the fun of the Orlando Area Chapter SDC. If you have not renewed your dues for 2013 this will be your **last Greasy Prints**. Keep the good times rolling by sending \$10 to:

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CARS & PARTS FOR SALE!!

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You must be a member of SDC before you can join our Chapter

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From The President By Dick Langlotz



Our thoughts and prayers are with the family of Art Unger, Editor of Turning Wheels and long time Studebaker expert. We have reprinted a very fitting tribute to Art from the Saskatchewan Chapter SDC President Evan Severson.

Art Unger passed away yesterday due to complications from the cancer that he has had since Dec. 2012, We can all remember him the way we knew and loved him. Pictured here Receiving the award from SDC presented by Brian Curtis. Also the last pictures I took of Art in Jan. of this year when I went out to visit With him, he drove me around Vernon and up Silver Star Mt. At least there are brighter things in Arts travels now. Evan Severson Sask. Chapter SDC.



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Info: [News](#) <<<<roll your mouse over this link

April 28 Monthly Breakfast at Too Jay's in Lake Mary 8 am!

May 26 Monthly Breakfast at Too Jay's in Lake Mary 8 am with Board of Directors Meeting immediately following

Oh Baby What a Ride!!

I PLAN TO BE RIDING MY STUDEBAKER/AVANTI TO THE STATE MEET IN NOVEMBER IN PORT ST. LUCIE THIS YEAR.

Yes, I do mean riding—as on my Studebaker trike; three wheels. Only George Budlong, along with Don and me, from our Chapter, attended the Old Town Studebaker on the Bricks last Saturday. However, since I had taken some pictures and there was lots of talk about my trike while we were there, I wanted to write this short article for our Chapter newsletter.

What began as one of my imaginary, wild dreams has come true. My sweet husband, Don, and a special friend, Brian, met at our Boy Scouts fund raiser. Brian was riding his 3-wheel trike that he built. Soon he and Don were talking and as time went by, Don designed my trike and Brian built it from the frame up.

Along the way, there was much involvement and when I finish with my display board I will be giving credit to such Studebaker people as Gary Johnson who furnished the Avanti engine; Brent Hagen who provided the 61 tail light assemblies along with other parts (to replace those that Don took off his 61 Hawk for use on my trike); Michael Myer who picked up the engine at the Turkey Run and brought it back to Jacksonville, completely redone; and to others who contributed not knowing entirely what their contributions would be used for.

As of today, I am learning to ride faster and longer distances each day. My trike is white (Surprise) automatic (must reach 30 mph before it shifts) and even has a Bose system (which is loud). Yes, I wear a helmet and riding boots. No passengers as yet—I am not comfortable in that regard.

Now I am wondering, will Studebaker make an exception and add a special class for ‘Studebaker’ trikes. Just kidding—I love all Studebakers, cars and trucks—just right now my trike has a slight edge. Even the builder, Brian, has come to admire Studebakers.

Edith Fifer

March 26, 2013



Thanks to Edith Fifer for the great story and photos!!

(A Little Bit Of)

Orlando Area Chapter History

By Frank Ambrogio

When our chapter was in its infancy, we had great participation from our members and officers. There was a lot of enthusiasm and many members took part in a lot of our activities. One activity that comes to mind is the Orlando Area Studebaker Club's car wash that took place on June 9, 1984.

Our Activities Director, Dwight Swanson was the driving force behind this effort and he had a good plan in place. We pre-sold tickets for \$1.00 each and also allowed drive-ins on the day of the wash. Anyone who bought a ticket early and failed to show, were most welcome.

We gathered a bunch of washing materials and held the wash at Larry Good's 7-11 District office on Hwy-436 a little South of Howell Branch Road. Here is what Dwight reported in the July 1984 issue of our yet to be named newsletter.

"Our car wash went off with a big bang! Not only did cars get cleaned, but people were cleaned. It was a lot of fun and if you didn't attend, you missed a money making good time. The event added about \$200.00 to our club. While I am on this subject, I would like to personally thank Larry Good for letting us use his office and facilities. I don't know anybody who is as devoted and loves Studebakers more than Larry.

Also, we couldn't and wouldn't try to do this without our wives. I would like to thank all of you for baking the large selection of sweets for our bake sale at the car wash."

Vice President Fred Wilcoxsin also wrote a story on the car wash for that same issue. Here is Fred's report:

"One of the drawbacks to every organization I have ever belonged to has been that with organization comes expenses. And, dues never seem to make everything possible. That means fund raising efforts. I've sold everything from raffle tickets to candy bars. While this is effective, it's no fun. I always make my quota from the same two guys at the office four neighbors, one stranger and of course the family.

Well, this CLUB has changed my attitude about fund raising. A few tricks were brought in by the Greens and Dwight C. Swanson, Sr.'s imagination has spiced up everything. Their 50/50 drawings, auctions, etc. have allowed us to offer exceptional (and well attended) family outings and meetings (don't forget the \$1/family picnic and \$2/couple '50's dance).

On June 9th, our Activities Director (Dwight Swanson) out-did himself. Now, I have made a buck easier; but, I haven't had nearly as much fun. You have to realize that Dwight does nothing on a small scale. He orchestrated a combination car wash/bake sale with hot dogs, potato chips and soft drinks available while the people waited for their car to be washed.

The characters at and behind the scenes were the Swanson's (coordinators, food service, equipment and misc. items), the Good's (facilities, advance tickets, ice, buns, etc.), the Green's (signs, equipment and misc. items); the ace #1 wash crew were the Ambrogios, the Golubs, the Goods, Greens, Booker Jones, the Sheltons, Swansons, Wilcoxsons and the Stricklands who joined the CLUB that day. The real work horses who stood on the side of the highway holding signs for nearly eight hours were Becky, Aaron, Kenny, Billy, Dawn, Jerimie, Dwight Jr. and John, with expert relief from Fred, Ruth, Frank and Dwight Sr. Now, I'm sure I've left someone out but that doesn't mean that Ww did not appreciate what you did.

We washed everything from an MG Midget to a Motorhome. We had a great time and in spite of all that, we had a financial success. Those of you who were unable to assist or stop by missed a memorable event. As VP, I want to extend my sincere thanks to everyone who participated.

In addition to this, we let everyone know that the STUDEBAKER SPIRIT is alive and well here in the Orlando area. Our Studebaker display turned more than a few heads. Again, parts info, service tips and STUDE history were major topics. I love Studebakers and I truly enjoy being associated with such a fine group."

I don't think our club was more vibrant than it was during those first couple of years. We had a completely involved slate of officers who were so enthusiastic and eager to try new things and keep interest alive. We made some mistakes, but most were errors of enthusiasm and I don't believe that is a bad thing. We had members who participated in our events and many even took part in the preparation.

Our newsletter was never better than when Ruth was the editor mainly because she received a lot of input to help her fill the pages. In this particular issue from 1984, there were newsletter contributions from six members. This was pretty much the average during those early years. For the past couple of decades, that has not been the case.

At the time of the car wash, we weren't even an SDC chapter yet as we didn't receive our charter till June 19, ten days after the car wash fund raiser. Of the participants that Fred listed, only the Ambrogios, Golubs, Sheltons and Swansons remain in our chapter and sadly, we rarely see any of them for various reasons.

I still remember that, as you might expect, it was quite warm that day and the sun was the enemy. When Dwight stated, "*Not only did cars get cleaned, but people were cleaned.*" he was hinting at the slight misdirection that the stream exiting the hoses sometimes took spraying some of the workers' bodies instead of the cars' bodies. But no one seemed to mind as it provided a little relief from the hot sun. I also remember taking great pleasure in extracting a little H2O retaliation of my own. OOPS, Sorry!

When several of us looked out at the street and saw Dwight talking to the driver of a motor home, we let out a collective groan. That family got a pretty good deal for \$1.00 but did partake of some of the goodies we had for sale. Actually, I think Dwight charged him \$5.00, but the family had a good time and got their money's worth. We weren't equipped to wash anything so tall, so the roof and upper limits of the vehicle escaped our wash mitts. The worker's height determined just how high up the particular area got washed. While we had teams of washers and dryers working on various cars, the entire crew tackled the motor home job.

Drying the cars was almost more of a chore than washing them. Because the sun was so bright, we had to try to dry the car quickly before Mother Nature did the job for us. If she beat us to the punch, the car would end up spotted and looked like it hadn't been washed at all.

When all was said and done, we ended up going to Larry Good's home and spent a large portion of the day's earnings on pizza and drinks. But then, it was only fair since we did all the work. The more we thought about it, the more we felt we deserved it. Enjoying the food earned from the result of our labor and spending more time together just added to the adventure.

We had quite a bit of food and leftover unsold items from the car wash, so we auctioned off what was left. While the club made a little profit, I believe the car wash ended up costing all of us money, but we had such a great time that it was well worth it.

We had quite a day back in June of that year and Anita and I were happy to get home. Despite all the water we had been involved with all day, a shower was a welcome ending for a young club's fund raising effort. Looking back, I can't believe how young and energetic (read dumb) we were back then.

I'm afraid that if we ever attempted such an event today, we might have to limit the number of cars to one or two. I'd be willing to wash one headlight, but someone else will have to dry it And no spraying each other with water under the guise of bad eyesight or loss of some motor skills. I don't want to lose any of my *natural oils* unnecessarily.

Almost all of our current members were not a part of our chapter back then so I hope you enjoyed this little trip back in time to learn something about our past. In the future I hope to provide more historical insight, and trust the stories will bring back fond memories for those of you who were with us at the time.

CARS & PARTS FOR SALE!!

1962 Studebaker/Packard, M35A1 Multi-Fuel 2-1/2 ton 6x6 Military Cargo Truck with 34,049 original miles. Excellent condition. \$6000.00 OBO or trade.



Dwight Swanson 404-569-1993

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

Information about our parent club and our chapter

✓ **SDC National Officers**

President	Carl Thomason
Vice President	Mimi Halgren
Secretary	Nita Ketchum
Treasurer	Jane Stinson
Editors	Art Unger & Ann Turner
Board Member	Edward Burris
Zone Coordinator	Wayne Lee
Regional Manager	Edith Fifer

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

You must be a member of SDC before you can join our Chapter

✓ **OAC Chapter Officers**

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

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- 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).

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ORLANDO AREA CHAPTER - SDC
CHARLIE STEFFY
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GREASY PRINTS

ESTABLISHED
OCTOBER 15, 1983
CHARTERED



JUNE 19, 1984

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

Newsletter items must be received by the 25th, even months

Volume 31 Number 4

July August 2013

From The President By Dick Langlotz



Sorry for the delay in publishing Greasy Prints. We were out of town without a computer that was functional. I wanted to have remarks about the National Studebaker meet. It appears that Bob Coolidge and Dave Cramp will be the only ones from our group to attend.

The only activity besides our breakfast meeting is the August 24th tractor museum. Details are in the activities report.

Congrats to Charlie Steffy on his editorial award for the publication of Greasy Prints.

Dick

CALENDAR OF EVENTS

What's Happening in Our Region from our Activities Director Dick Langlotz

2013

A joint adventure with two other chapters to Paquette's Historical Farm All Tractor Museum in Leesburg has been set up for Saturday August 24th. Everyone plan to meet at the Museum at 10:00 am. Group admission is \$8 per person. Following the tour of the museum we will motor over for lunch at O'Shea's Irish Pub in Wildwood. Lunch will be around 1:00 pm. The addresses are as follows:

Paquette's Tractor Museum
615 S. Whitney Rd
Leesburg, FL 34748

O'Shea's Irish Pub
5995 Signature Drive
Wildwood, FL 34785

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

June 30th

July 28th

August 25th

September 29th

Heritage Classic & Antique Car Show By Frank Ambrogio



Three Orlando Area Chapter members placed their Studebakers among the record 278 cars on the show field for the 37th version of this great show at Blake Park in Lake Helen. The event was on April 27 and was hosted by the Volusia Region A. A. C. A. The entries ran the gamut from prewar to brand new 2013 models including restored originals, modified, street rods, and even rat rods. I have to admit that I've never understood the philosophy of allowing new Mustangs, Cameros, and Corvettes in an old car show. If I want to see new cars on display, I can just take a walk through the local Walmart parking lot. But then, what do I know? I seem to understand less and less of what's going on around me, with each passing day.

In true old car show fashion, Wayne Farmer brought his beautiful 1950 Champion four door and was parked in a nice shady spot along the north side of the field. Larry & Barbara Golub's 1964 Avanti was parked in a nice shady spot a little south and west of the main entrance. Our 1956 Golden Hawk was parked near the registration table and was probably the first car most people saw as they entered. On the flip side we were in the sun and collected a lot of dust from the cars driving by to take their place on the show field. But the car has since been cleaned and no damage was done to the recent paint job.



Wayne Farmer's 1950 Champion 4 door

After settling in, we took a tour around the field to see all the beautiful cars.



Our 1956 Golden Hawk

While in the car coral section, we spotted a 1979 Pontiac Bonneville that was the same color and body style as the one we owned for 24 years. It was for sale for at a price we felt was far too steep. Bad chrome, so-so interior, wrong side trim, dented wheel well moldings, and many paint blemishes which had us both remembering how great our car was when we sold it.

Ours left the stable in 2003 and sold for a little more than half the posted price as the one for sale. We picked our Pontiac up in Detroit and drove it to Jacksonville where we were living at the time. That was the longest trip it took in 24 years. We sold it to a man from Lapeer MI who drove it home to that city which is about 60 miles North of where we bought it. That return trip then became its longest one in all those years.

We looked over a white 1956 Lincoln Premier, one of my favorite cars as well as another favorite of mine, a 1956 Packard Caribbean convertible. The Packard was one of only 276 produced by the Packard half or Studebaker-Packard during that model year. Another nice and unusual car was a 1951 Frazer Vagabond which featured a unique hatchback design, owned by AACA members Gene & Marilyn Roy.



1951 Frazer Vagabond similar to the one owned by Gene & Marilyn Roy



Larry & Barbara Golub's 1964 Avanti

Eventually, we spotted Larry & Barbara and brought our chairs over so we could be in the shade. Wayne came by a little later and we enjoyed talking with him for about half an hour. He's quite a guy and drove up from Kissimmee. We've been going to this show off and on since 1981 when it was held at the Daytona International Speedway. It has always been a nice show with a friendly group of volunteers making sure everything runs as smoothly as possible.

None of us won any awards, which was fine by me, but we enjoyed a fine day with great cars, nice weather, and good friends.

Williamsport Wanderlust: The 24th Orphan Car Tour Williamsport MD June 8, 2013

For the first two weeks of June I was up in Pennsylvania for the AACA National Spring Meet in Carlisle and the Orphan Car Tour held each year in the MD/DC/VA area. This year it started in Williamsport MD near Hagerstown. Along for the ride and to act as navigator was my long time Studebaker buddy Mike Margerum. Some of you may have met him on one of his trips down here to visit. We did the AACA Founder's Tour together and he always makes the SDC breakfasts when he can. My orphan car of choice was the trusty 1941 Studebaker Commander Skyway cruising sedan. And what is better than one 1941 Studebaker Commander on a tour? Two 1941 Studebaker Commander cruising sedans! My friend Bob Burchfield purchased one about 3 years ago and has it ready for the road. So off we went rolling down I 81 from PA into MD.



These fine automobiles are perfect tour cars. The big 6 with overdrive and hill holder (both standard equipment on Commanders back then) make 60 mph simple and comfortable. Sometimes too comfortable. Just about the time we crossed the Mason Dixon line into MD Mike tells me of a slight mishap he had the last time he took his 1939 Studebaker Champion on a tour. He had no troubles on the tour, despite the very warm humid weather (yes it gets downright steamy in PA!) but about 12 miles from home the speedometer needle suddenly wiggles, flops from 0 to 120 twice and then “clink” the cable snaps. More of an inconvenience than a major setback as a “stand on your head and squeeze your hand up behind the dash” is required to unscrew the cable housing from the speedometer unit. Then a new cable slips in, repeat the process and you are good to go.

Here is where misery loves company. No more than ten miles down the road, after Mike completed his tale of woe, does the needles on MY speedometer wiggle, wiggle, WIGGLE, WIGGLE “clink” and done for. Not to jump ahead, but that was the only mishap for either Studebaker for the entire tour. No worries. We press on. We pull into the city park in Williamsport that was the starting point and walked around admiring the other 70 odd orphan cars that were assembling. There were Packards and Pacers. Hudsons, and Kaisers and Checkers! Oh My!





The Orphan Car Tour is a very well run event sponsored jointly by the Studebaker, Hudson/Essex/Terraplane, DeSoto, AMC Rambler and Packard clubs of the area. Every car was given a booklet of directions. It was either "Route A" or "Route B". Each car was sent off at 2 minute intervals. Drivers were warned NOT to follow the car in front of you and NOT to become alarmed if you meet tour cars coming at you from the other direction. It simply means that they are (probably) in the other group. A series of stops, some historic and some car related, made for a very enjoyable outing. However, Mike my Navigator, despite knowing full well that the speedometer, and hence odometer, were no longer functional, still insisted to recite, verbatim, the directions in our booklet. After the 5th time of saying, "Michael, we have no *%^& way of knowing how far 3.2 miles is" I just gave up and decided to enjoy the tour regardless. Looking back I should have put him with Bob in HIS Studebaker and I would follow but alas, we pressed on and only made two wrong turns, one of which was realized as we passed a "Welcome to Wild, Wonderful West Virginia" road sign. Oops!

Williamsport MD was midway on the old C&O Canal which winds along the banks of the Potomac River from Cumberland MD in the North (and the railroads and Nation Road leading West) to Alexandria VA and Washington DC. Construction ran from 1828 to 1850. In the time it took to construct the canal, railroads had made it obsolete. The last barge used it in 1924. Seventy four locks were needed along the route to raise the barges from sea level in Washington DC to 605 feet, the elevation at Cumberland MD. Many of the remains of these locks can be seen as the entire system became a National Park in 1971 and is quite popular with hikers and bikers. The photo below shows Navigator Extraordinaire Mike waving from the remains of one of the locks. Too bad we don't know how many @\$&% miles we are from Williamsport!!



After the tour, we had a smooth and uneventful ride back home to PA. I strongly urge any of you who may happen to be up North in late spring to check out the Orphan Car Tour. www.orphancartour.org. This was the second one I did and I am looking forward to doing more. Nothing is better than a scenic drive in an old car!
Happy motoring! Charlie Steffy

(A Little Bit Of)
Orlando Area Chapter History

By Frank Ambrogio

When our chapter was in its infancy, we had great participation from our members and officers. There was a lot of enthusiasm and many members took part in a lot of our activities. One activity that comes to mind is the Orlando Area Studebaker Club's car wash that took place on June 9, 1984.

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Editors	Ann Turner
Board Member	Edward Burriss
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Regional Manager	Edith Fifer

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

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ORLANDO AREA CHAPTER - SDC
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Volume 31 Number 5

September October 2013

From The President By Dick Langlotz



On August 24, the Orlando and North Central Studebaker Clubs enjoyed an interesting tour of Paquettes Tractor Museum. The informative tour guide featured International Harvester's farm tractors. Afterwards, we had lunch at O'Shea's Sports Pub in Leesburg. However, of 18 people who attended only 2 were from the Orlando Chapter. Hopefully, we will have more attending the Drive Your Studebaker Day on October 5. See the list of Activities.

At our last business meeting only one person attended. This lack of interest by our members is very discouraging. If you have any suggestions, please call me at (407) 951-7290 or send an e-mail to Richard.Langlotz@yahoo.com.

One final reminder to please register for the State Meet Nov 1-3!

CALENDAR OF EVENTS

What's Happening in Our Region from our Activities Director Dick Langlotz

2013

FLORIDA DRIVE YOUR STUDEBAKER/AVANTI DAY

Since September is usually a terrible month of continued hot weather and love bugs, we changed the event to **October 5th** for this year.

Drive your car to the Rockefeller Mansion, The Casements, 25 Riverside Dr in Ormond Beach. Avantis and Studebakers will meet at 10:30 a.m. There is no charge for the approximately one hour, private tour. Then we will drive to on the 30-mile Ormond Beach scenic loop of old Florida through a canopy of oaks and return along the beach road. After the tour, we will have an early dinner at Las Bistro, 63 W. Granada Blvd. Ormond Beach located in a historic 1920's former Sears & Roebuck catalog house

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

September 29th October 27th November 24th December 29th

YOUR STUDEBAKER SHOULD NEVER BURN

By Dan Kuhl

(From The Echo - Newsletter of the Grand Canyon State Chapter)

In the United States there are approximately 30 vehicle fires every hour. Mechanical and electrical failures cause three-fourths of these fires. One-third (35%) of the fire injuries occurred when untrained persons attempted to put these fires out.

In the July 2012 issue of Hemmings Motor News, there was an article about the best fire extinguishers to use in our Studebakers should they be involved in a fire. As stated in the local news this week auto fires become more common during the Arizona summer heat. Until I read the Hemmings article I was not aware my Ace Hardware fire extinguisher would leave a powder residue that can cause extensive damage to the car after extinguishing the fire very effectively.

So what's available on the market that is effective against an automotive fire that will not cause damage to our car's wiring and paint? There are two main types that fit the bill, halon and foam. But neither is as inexpensive to purchase as the Ace Hardware fire extinguisher that I have carried in my Avantis for the last twenty years.

The halon extinguisher that is most commonly used to protect a collector car contains Halon 1211. It works by depriving the fire of oxygen. The halon contains an inert gas that is not environmentally friendly. Even though further production has been banned world-wide there is a significant stockpile available on the market. It is the best fire extinguishing agent currently available.

A good fire suppressing alternative is foam. It has been available on the market for almost a century and has been used very successfully in the aviation industry. It functions by providing a cool layer of water between the fuel and foam that prevents the fuel from forming the vapors that are so flammable. Foam does a good job of sticking to the fuel and is not affected by air flow (wind) as is a halon agent. The foam is easily removed from the contact areas and is not damaging as is the contents of an ABC chemical extinguisher. It does, however, require additional cleaning not associated with a halon system.

Both of the above fire suppressing agents work well, however, Halon 1211 has another advantage. It comes in a convenient small 2.5 pound canister that is easily stored in any Studebaker. The foam is only available in a six liter or larger container. This is way too large for an Avanti trunk or even the backseat floor area.

So, let's talk money. The Ace Hardware ABC chemical system costs between \$25-35, plus who knows how much to clean the chemicals out of your car. They also have plastic components that tend to fail when you least expect it. The Halon 1211 system costs \$130 (red) and \$190 (chrome). A foam extinguisher starts at \$160. These prices were obtained from American Fire Equipment Sales on Virginia here in Phoenix (3107 W Virginia Ave., 602-433-2484). The Manager will offer a 10% discount on any chrome canister system. The web has many suppliers, as well. An example from the Hemmings article is www.firefightproducts.com You might say these systems are a little expensive, but they are far cheaper than having to pay to replace your Studebaker, and they are refillable/repairable.

So, Studebaker lovers, save your nickels and dimes, and purchase a fire extinguisher before you need it. In closing, take a minute to look at the picture of one of David Walker's burned Studebakers. He lost 50 Studebakers in a fire at his Chesnee, S.C. home in February.



This issue we highlight one of our newest members: Steve Baughman!

Steve is a car collector currently residing in Rockledge, FL over on the space coast. Prior to retiring, he was a college and network librarian. He decided to give up the cold and ice of Georgia and enjoy his antique automobiles in the Florida sunshine all year round! His current pride and joy is a beautiful 1955 Studebaker President State Coupe.



Steve's interest in Studebakers can be credited to his Grandmother. His first car was her hand-me-down 1948 Commander Starlight Coupe! Alas, this car was also the cause of his most memorable motoring moment when the oil line blew on the Santa Ana (CA) Freeway in Friday afternoon rush hour traffic! Tree huggers and other overzealous environmentalists have pointed to this particular moment as the start of the whole Los Angeles smog problem but trusted experts deny the accusations.

Sharing garage space with the beautiful 1955 President are a 1962 Mercury Monterey S - 55 convertible and a 1965 Pontiac Ventura 2 door hardtop, both as clean and sweet as his Studebaker. We are very glad Steve joined our chapter and look forward to seeing this snazzy President on some tours. Welcome Steve!

Save The Trees!!!



Saint Joseph County Parks Foundation announces an effort to preserve and restore the National Register-listed Studebaker tree sign at Bendix Woods County Park. Entering its 75th birthday, the sign, still visible from the air, is showing its age with original trees damaged by storms, and encroachment of overgrowth that threatens to destroy the visibility of the iconic sign. Now, the public can help by adopting a letter or contributing to the cause to help the St. Joseph County Parks Foundation receive a \$9,000 challenge grant from The Jeffris Family Foundation of Wisconsin.

Indiana Landmarks approached the St. Joseph County Parks in 2011 about interest in evaluating the historic sign and developing a short and long range plan for its restoration and long term management. St. Joseph County Parks realized that a long term management plan was needed to maintain the landmark for future generations, says Evie Kirkwood, director of the county parks. The long range approach to stewardship began with a professional study of the site by a forestry team in 2011. An assessment of the trees and the development of a written management plan were funded in part by Indiana Landmarks.

Once funds are secured, work will include removal of dead trees, as well as other trees or shrubs that have begun to grow within the “letters.” Invasive plants will be removed from the understory. Replanting areas of the 13.5-acre sign with shade-tolerant conifers will also occur where needed.

Parks director, Evie Kirkwood notes that the St. Joseph County Parks Foundation will apply for local and regional grants toward the match, however, there are numerous ways for individuals, businesses and clubs to support the efforts. For \$2000, entities can “adopt” one of the letters within the sign. Signage at each letter will acknowledge sponsors. General contributions in any amount can be made as well.

In honor of the tree sign’s 75th anniversary, St. Joseph County Parks will host a “Studebaker Tree Diamond Jubilee,” September 21, at Bendix Woods County Park. Activities will include a Studebaker car show, presentations on the Civilian Conservation Corps and Studebaker history, children’s crafts and games from the 1930s, hayrides and more.

“People understand that historic buildings need maintenance over time but often overlook our historic landscapes. Landscapes tend to be lost without maintenance. In the case of the Studebaker sign it was important to be proactive to ensure that future generations can visit this special historic place and marvel at the notion of a giant tree sign that spells Studebaker. It is a vital link to the heritage of not only this area but also national aviation history,” said Todd Zeiger, Director, Northern Regional Office of Indiana Landmarks.

Kirkwood acknowledges the Studebaker tree sign is a local landmark that has been the site of weddings and family reunions. Picnic sites and a hiking path are tucked within the trees. Airplane pilots are also familiar with the landmark.

The U.S. Forest Service estimates red and white pines can live 150 years. “From a fly-over in an airplane, or view from on-line maps, the sign is still clearly visible,” says Kirkwood, “and St. Joseph County Parks wants to ensure the sign is still healthy for another 75 years and beyond.”

Historic background

Bendix Woods County Park, located in New Carlisle, St. Joseph County, Indiana, is home to the half-mile long living tree sign that spells out the word STUDEBAKER. The tree sign was planted in the 1930s by members of the Civilian Conservation Corps on what was then known as the Studebaker Proving Ground. The former car manufacturing company designed the sign as a salute to the developing aviation industry. A portion of the Proving Ground became a St. Joseph County Park, when the Bendix Corporation purchased the property and donated roughly 190 acres to the newly formed park board in 1966.

The sign, comprised of 90-foot tall red and white pines, is listed on the National Register of Historic Places and is celebrating its 75th anniversary in 2013. For more information about the project or to send contributions contact Evie Kirkwood at 574-277-4828 or via USPS to St. Joseph County Parks Foundation/Studebaker Trees Sign, 50651 Laurel Road, South Bend, IN 46637.

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

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Secretary	Nita Ketchum
Treasurer	Jane Stinson
Editors	Ann Turner
Board Member	Edward Burris
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You must be a member of SDC before you can join our
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ORLANDO AREA CHAPTER - SDC
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ALTAMONTE SPRINGS FL 32701





GREASY PRINTS

ESTABLISHED
OCTOBER 15, 1983
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JUNE 19, 1984

The Bi-Monthly Newsletter of the
Orlando Area Chapter - Studebaker Drivers Club
Web: <http://clubs.hemmings.com/oac>

Newsletter items must be received by the 25th, even months

Volume 32 Number 1

November December 2013

From The President By Dick Langlotz



We are sorry to hear of the sudden passing of long time member Dean Gessner. He was a supporter of our chapter's activities for many years. His obituary is in this newsletter. Thoughts and prayers go out to Jean and the family.

On October 8th the weather was perfect for our "Drive your Studebaker Day". Our tour of "Old Florida" with no houses, buildings or telephone poles was a big hit during the driving tour around Ormond Beach. We also enjoyed a tour of "The Casements", the winter home of John D. Rockefeller followed by lunch at an old Sears Roebuck house. Sixteen folks enjoyed the day...all driving Avanti's.

CALENDAR OF EVENTS

What's Happening in Our Region from our Activities Director Dick Langlotz

Tis the Season...for the OAC/SDC Christmas Party!

Sunday December 8th 4 PM

Stonewood Grill

1210 South International Parkway

Heathrow, FL 32746

November 28-30: Turkey Rod Run at Daytona International Speedway
If you plan to attend please email Linda Quattlebaum at:
Lindakaye7@hotmail.com

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

November 24th December 29th January 26th February 23rd



This issue we highlight a true Studebaker Man: Stu Chapman

Stu and Thelma Chapman are OAC members who come to visit when it gets too chilly at their home in Dundas, Ontario Canada. Stu was Director of advertising for Studebaker of Canada and later a partner in the Chapman Morris Advertising Agency. A member of SDC since 1977, Stu first got the Studebaker bug back in 1947 when his neighbor, a doctor, drove home in a brand new 1947 Land Cruiser.

His first Studebaker was a 1964 Commander Wagonaire company car assigned to him at the Hamilton plant. The Chapmans have owned a 1928 Dictator, 1953 Starlight Coupe, 1963 GT Hawk, 1964 Daytona hardtop, the 1964 Daytona convertible you see below, and a 1966 Wagonaire.

The photo below is rather historic as Stu had the opportunity to photograph his car in front of the Hamilton Ontario head office building a few weeks before the building was demolished. A true car guy through and through, Stu has authored a fine automobile book [My Father the Car.](#) I believe there are some copies still available and Stu will even autograph them for you!



Another Bit of Shop Wisdom from The World's Most Wonderful Mechanic - Dan Dobbins

My usage of hydraulic jack oil is more limited than one might think.

I have three jacks. My floor jack I keep in our garage and use it on the three Studebakers. Maybe twice a month. My two smaller jacks I use in my mobile oil change business. Carry a portable on the truck and one in the garage as a back up. I use the portable, weighing maybe 55 lbs, on Studebaker the truck for use on customer vehicles, maybe 2 or 3 times monthly.

Under most vehicles, I can reach the oil filters, grease fittings and oil pan drain plugs by stretching. I have a heavy plastic catch container, maybe 3" or 4" high, which I use to receive the drain oil, positioned under the vehicle's engine. Holds 14 qt drain oil.

I never use the smaller, single piston bumper jack. Never. Had one come down on me on I-64 in Southern Indiana outside Louisville years ago while I was under one of my Studebakers. Scary. 4 AM in the morning. Our CB radio summoned a passing truck, the driver hopped out of his truck, crossed the interstate and repositioned the jack so that I could scurry out from underneath the fallen Studebaker. Haven't used one since.

Whenever I service one of my hydraulics, I use the standard hydraulic jack oil. A quart will last me several years.

Engine oil breaks down chemically with age, why wouldn't jack oil? You and I do, why wouldn't jack oil ?

Buy a quart of hydraulic jack oil from a local auto parts house. Drain the old oil and replace it with new.

Never ask me a question without expecting more than a direct answer. Sometimes even a history lesson...

D. Dobbins

A little tidbit from the archives. Thanks to Chris Dreshbach for the writeup. It just goes to show the folks at Studebaker never gave up thinking of new ideas to save the company!

<http://www.studebaker-info.org/turtle/turtle0813.html>

Click on the link or copy and paste and learn about a very rare Studebaker product, the Studebaker Turtle!



With sadness we report the loss of our member Dean Gessner.

Dean Phillip Gessner age 66 passed away early Friday, August 30, 2013 at the Cornerstone Hospice House in Tavares, Florida. Mr. Gessner was born in Wisconsin and moved to the Yalaha, Florida area in 1978 from Forest City, Florida. He was the owner of Greenway Ceramic Crafts in Yalaha. He also helped establish the Yalaha Volunteer Fire Department and served as its Fire Chief for many years. He will be remembered by those who knew and loved him as a “Jack of all Trades” who could build or fix just about anything. He was never known to put on airs or as a flashy person... with the exception of his custom cars. He had a passion for car restoration and a love for Studebaker automobiles. His meticulous nature made his cars masterpieces!

He was also passionate about his family and he is survived by his loving wife of 40 years Jean. Sons – Scott Phillip Gessner. Sr. of Yalaha, and Douglas Erwin Gessner of Suwannee, Georgia; Brother – Wayne (Dora) Gessner of Lady Lake, FL; and 5 Grandchildren that he adored – Kayli Michelle Gessner; Jaymi Ashlyn-Marie Gessner; Scott Phillip Gessner, Jr.; Declan Xavier Gessner, and Tristan Phoenix Gessner.



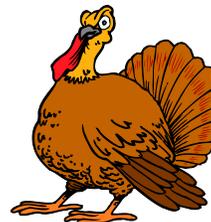
CARS & PARTS FOR SALE



1973 Pontiac Grand Ville convertible. 455 4 bbl dual exhaust. Loaded, new top, tires, entire front suspension rebuilt. No rust! Has been on several AACA tours and performs without a hitch. Why patch up a rusted out one when you can have one ready to go? \$15,000. Charlie Steffy 407-261-9318. chas1963@hotmail.com

The frost might not be on the pumpkin, the halls might not be decked with holly just yet, but it IS time to renew your membership in the Orlando Area Chapter SDC!

Just a mere \$10 gets you set up for another year of fun and frivolity with this great bunch of car folks. Don't delay. Don't forget. Send your \$10 TODAY to:



Bob Coolidge
3860 Bird Dog Lane
Deland, FL 32724-7425

And remember...you must be a member of SDC first before joining our chapter.

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