



GREASY PRINTS

ESTABLISHED
OCTOBER 15, 1983
CHARTERED



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 33 Number 1

January-February 2015

From The President

By Dick Langlotz

Hopefully everyone has had a happy, healthy holiday season. We had a wonderful time at our Christmas dinner. The eleven members who attended were Frank & Anita Ambrogio, Bob & Lorraine Coolidge, Larry & Barbara Golub, John & Joann Gormican, Dick Langlotz & Jim & Ann Morgan. Also attending were two guests from New York State.

We have already scheduled next year's Christmas party at the same location, Stonewood, for the first Sunday in December, **December 6, 2015**. Please mark this on your calendars to attend.

Thanks to Charlie Steffy who will include all of our breakfasts at "TooJays" in the "What's Happening" column of Turning Wheels. They are at 8 a.m. on the last Sunday of the month.



Activities Director Notes

Please attend our breakfast meetings on January 25, February 22 and March 29.

In the first quarter of 2015, we will visit a private car museum with the North Central Studebaker club.

The Florida State meet will be held in Gainesville October 9 - 11. Plan to be there.

Richard Langlotz

CALENDAR OF EVENTS

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

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

January 25th February 22nd March 29th April 26th

November Monthly Breakfast

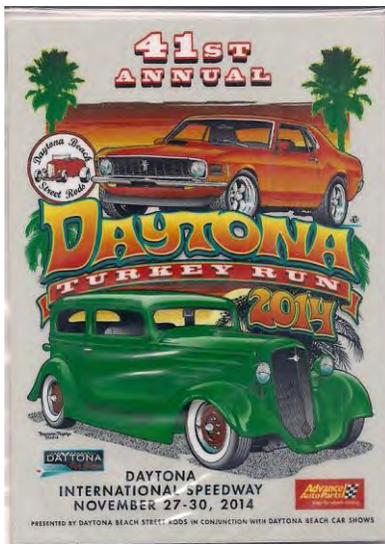
From Frank Ambrogio

The November breakfast had a larger than usual attendance with 14 people showing up to eat and visit. Bob Coolidge, Dick Langlotz, John & Joann Gormican and their friend Fred, Charlie Steffy, and Anita & me secured our usual area promptly at 8:00 AM. Bob Stowell, his son Mark Stowell, his brother David and his son Austin arrived shortly afterward. Somewhat later, George Kilwin and his son who were visiting from Virginia joined us. George said he had read about our monthly breakfasts and decided to attend. Unfortunately, not a single Studebaker graced the parking lot so George had to be content with looking at the owners. George showed us photos of his 1966 Cruiser, 1948 Land Cruiser, and 1964 Imperial.

Everyone seemed to have a good time. Anyone trying to find the Studebaker chapter breakfast group had to do some serious sleuthing. The turnout was about twice the usual number who have been attending in recent years. Hopefully, other chapter members will decide to take part in their chapter.

Daytona Turkey Run

From Frank Ambrogio



My brother John and his wife were visiting for Thanksgiving and on Friday he and I attended the 41st Turkey Run at the Daytona International Speedway. When Anita and I have attended in the past, we would leave our house at 9:00 AM and arrive in about 45 minutes. Usually, there would be a short line of show cars lined up to enter, and once we passed the last checkpoint, we headed toward the Studebaker parking area.

There are always obstacles in the path such as people waking in the middle of the road or walking across, scooters, golf carts, and whatever else happens along. This is in addition to the other show cars ahead of us trying to navigate the same obstacles. It usually takes about 10 minutes to get from the gate to the Studebaker parking area. There are signs along the fence indicating our progress. The first one I noticed was "5" on our way to "123".

I drove the manual transmission car that day and the slow going was especially gruesome for my left leg operating the clutch. It took close to half an hour to navigate those "118" markers, but mercifully we made it before my leg began to spasm. Linda Quattlebaum who handles the parking, yelled for me to swing around and back into an empty area next to a yellow Hawk. Once parked, I paid her the six dollar parking fee which is good for all four days of the show. This is the fee the event organizers charge her to reserve the area and provide electricity. I was glad to pay it and get out of the car so I could bring my left leg back to life.

Once parked, we headed for the rest room and then on to the swap meet. John has been doing a lot of vending at local shows in the Detroit area for decades and has regularly done so at Hershey and even the May swap meet in South Bend. He enjoys the swap portion of the shows more than looking at cars and since we were only going to be there for about 5 hours, I wanted him to see as much as possible. Consequently, I didn't get to see any of the regulars who show up each year, and I didn't even get to look at the Studebakers.

This was the coldest day of the four day event and I made sure I was dressed for the conditions. The wind of course was the culprit and when it picked up it made its presence felt. When it died down for very brief periods, it felt warm when I stood in the sun. But most of the time, it was just plain windy. In years past, ours has been the only Studebaker from our chapter on display. I'm guessing that was the case again this year. It always amazes me since ours is the closest chapter to the event. The previously mentioned Linda, comes in with Mike Myers all the way from Youngstown OH and they stay for all four days.

The swap meet was full of vendors, but we didn't find anything of interest. John has been dealing in employee service pins (5, 10, 15 years of service etc.) and employee badges since the late 1980s and has quite an impressive collection. He can tell the history of just about every badge he finds or owns. At swap meets, he looks for vendors who have one or more display cases on the table, but on this day, we didn't see anything worth stopping for. Each row was about 300 feet long and each one had a stretch about half way down, of about 75 feet of mud. Every time, the next row was muddier than the one before until we finally decided we'd had enough. Somewhere in the middle of our search, we broke for lunch, John's treat. The lunch time "cuisine" consisted of a very good and much too large hamburger, a small but more than adequate order of fries, and a bottle of water. After sloshing through more of the swap meet we headed back to our car.



When we returned from the swap meet, Neil Thornton attending from Hazlehurst GA, was standing by my car and we, along his wife Edie, had a chat for about half an hour. Neil and Edie provided the chairs and it felt so good to give my aching legs a break.

As the little hand on the clock was pointing to the number "3", I started the Baker and we said our goodbyes. I like to leave no later than 3 o'clock because it gets too jammed up with everyone trying to leave at one time. Most people exit through the tunnel onto US 92, but I go out the back way through gate 70.

My plan was almost foiled this year as a traffic guard told me I couldn't get out that way. I pressed on anyway and when I got near the gate, there was another traffic guard directing the cars. I asked if I could go out that gate and he said, "you can now," I guess they weren't letting cars out until just a few minutes before we arrived, as it was too congested with more cars still coming in. I'm not sure why anyone would be coming in at that hour, but I was thankful I could get out. Getting out of the Speedway wasn't nearly as difficult as getting in, but it wasn't all clear sailing either. Our exit took about 10 minutes and we were back on the road home.

The drive to and from the Speedway was trouble free. The car ran great and I'm sure it could have gone on much longer than I could. We had other plans for the rest of the weekend so I couldn't make a return trip to the Turkey Run. Too bad because the weather was much nicer the next day.

But, I'm glad I could support the effort in a small way. I admire those who attend from much farther distances and spend several days at the show. It's like anything in life. If you want to accomplish something, you have to put forth an effort. Maybe next year more OAC members will want to pitch in.

Orlando Area Chapter Christmas Dinner

By Frank Ambrogio

The annual Orlando Area Chapter Christmas Dinner was held at Stonewood Grill in Lake Mary on the 7th of December. Once again we had a low turnout compared to several years ago. We did however reach double figures as 13 members joined in the holiday gathering of the faithful.

The same ten people who attended last year showed up again this year. If you want to know who they are, you could read the story I wrote that appeared in the January-February 2014 issue of Greasy Prints. Or, I could just let you know that the returnees are John & Joann Gormican, Bob & Deniese Stowell, Bob & Lorraine Coolidge, Anita & me, and Larry & Barbara Golub. Making a return visit after missing last year's dinner were Dick Langlotz, and Jim & Ann Morgan.

We arrived a few minutes before the 4:00 O'clock restaurant opening hour and found John & Joann sitting in front of the entrance along with Bob & Deniese. Shortly after our arrival, Bob & Lorraine and Dick appeared. We were welcomed by the hostess and immediately seated in the private dining room where we've met in years past. The table was set up for sixteen so once the remaining members arrived, we only had three empty seats.

Our server, Ashton introduced herself and took our drink orders. We were still waiting for the remaining attendees to arrive at that time, so we didn't order dinner right away. When everyone was present, we each placed our dinner order and enjoyed lively conversation while we waited.

The longest distance traveled was by Jim & Ann who came all the way from Merritt Island. You could make a case for Bob & Deniese who came from New York, but that was in October when they arrived at their winter place in (I believe) Tavares. They did drive their 1963 Avanti, and that may have been the only Studebaker to make the trip. Jim & Ann arrived after, and left before we did, so I don't know if they drove their 1956 Golden Hawk or followed the trend and arrived by modern transportation.

I think the little hand on the clock was pointing toward the number 6 when we finally packed things up and headed for home. We've been meeting for our Christmas dinner at Stonewood since 2007 and in the early years we completely filled the room. We haven't been able to do that in recent years, but what we lacked in quantity, we made up in quality.

My memory has been taking intermittent vacations in recent years, but I'm pretty sure I took a photo of the group. I decided that one photo was all I needed. How many photos do I need of people sitting around a table? However, when I tried to extract that lone photo from my camera to include with this story, it was mysteriously absent. I'm guessing that maybe it was too dark in the room and the camera decided to override the command from a human. Modern technology is taking over with products that think they know, better than we do, what's good for us. I should have kept that old Brownie Hawkeye camera I had in the 1950s.



Without the photo as proof, you'll have to take my word for it, that we had a good time with a great group of friends. Hopefully next year some of you strangers will surprise us with a visit. We'll save a seat for you.

Thanks to Dick for setting this up for us again this year. Looking forward to a good year for everyone in 2015.

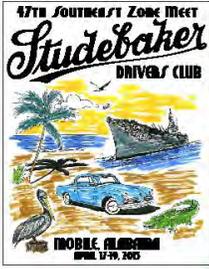
**Tis a New Year! And that means there is time to renew
your membership in the Orlando Area Chapter SDC!**

**Send \$10 to:
Bob Coolidge
3860 Bird Dog Lane
Deland, FL 32724**

A note from your Editor:

**If any of you have any trips or adventures
with your Studebaker not as part of a club
function, take some photos and send them
to me with a little note about where you went
and what you saw. After all, we ARE the
Studebaker DRIVERS Club!!**

**As you read this newsletter my trusty 1941 Commander
Skyway is getting a going over to get ready for another full
touring season in 2015. Tuneup, carb rebuild, front end
alignment, new belts and hoses, new tires, brake
adjustments and all that necessary routine stuff.
See you down the road!!**



47th SOUTHEAST ZONE MEET
Mobile/Spanish Fort, Alabama
April 17-19, 2015



Hosted by the GULF COAST CRUISERS Chapter SDC
 At Fairfield Inn & Courtyard Marriott
 12000 & 13000 Cypress Way, Spanish Fort, AL 36527
888-720-1250, 888-557-8731, 251-370-1161

Limited number of rooms available. Please ask for special Studebaker Drivers Group rates from \$76 - \$84.
 Breakfast included @ Fairfield ~ on-site bistro bar & Starbucks @ Courtyard.

Deadline for registration at discounted rates March 31, 2015.

Welcome all Studebakers, Avantis, Packards! Please help us make this the best Zone Meet in the South.
Make THIS Zone Meet your vacation destination.

Name _____ Spouse/Guest _____

SDC Chapter Affiliation _____ Nat'l SDC # _____

Address _____ City/State/Zip _____

Phone (_____) _____ Cell(_____) _____

Email _____

Registration (includes dash plaque for 1st 50, hospitality room access, goodie bag, free lunch Saturday @ Show) **\$15.00**

S ___ M ___ L ___ XL ___ XXL ___ or XXXL T-shirts available @ \$15.00, XL, XXL @ \$18.00 _____ \$ _____

Car Show Registration (Year/Model) _____ **\$10.00**

Additional Car (Year/Model) _____ @ **\$ 5.00**

Banquet/Awards Dinner Saturday 6:00pm How many in Party _____ X \$25.00 ea _____ \$ _____

(Maximum 50 seating) Children _____ X \$10.00 ea _____ \$ _____

Entrees: Qty ___ Smoked Gouda Cheese Grits w/White Jambalaya or Qty ___ Pork Roulade w/Portabella Sauce

Swap Meet Space @ USS Alabama Battleship Park, 2703 Battleship Pkwy, Mobile, AL 36603 (Free w/General Registration, but there is a vehicle entry fee to the park).

Number of Passes needed for _____ 2 axle vehicles.

Make Checks payable to Gulf Coast DC

Total \$ _____

Mail Registration & Check to: **Webster Tucker, 6308 Wesley Powell Rd., Lucedale, MS 39452**

For more info contact: Mary Baumgarten 251-510-5217 or Jan Hartman 251-979-7196

I do hereby release and hold harmless the Gulf Coast Cruisers Chapter of SDC and its members from any suits, actions, damages, or claims which may arise from any loss or damages to me or my personal property. Signature required with registration.

Signature _____ Date _____



*** * 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	Ann Turner
Board Member	Edward Burris
Zone Coordinator	Jack White
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	Frank Ambrogio
Treasurer	Charlie Steffy
Membership Director	Bob Coolidge
Activities Director	Dick Langlotz
Newsletter Editor:	Charlie Steffy
Website Maintenance	Frank Ambrogio

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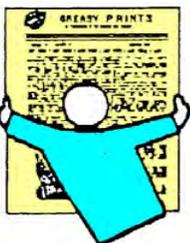
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Ownership of a vehicle is not a requirement for membership. Many members are either looking for some special model or are simply interested in the colorful history of the Studebaker Corporation which spanned 114 years (1852-1966).

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ORLANDO AREA CHAPTER - SDC
CHARLIE STEFFY
103 LARKSPUR DRIVE
ALTAMONTE SPRINGS FL 32701





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March - April 2015

From The President By Dick Langlotz



We scheduled two events in February. Only one member attended one event. That is discouraging to plan events with little or no participation by members. At our next breakfast meeting, I need suggestions or call me at 407 260-5526. The only way we can remain active is through members. See you at breakfast on March 29.

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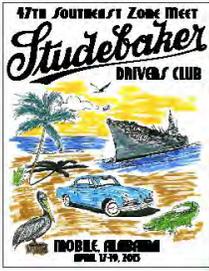
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March 29th April 26th May 31st June 28th

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Signature _____ Date _____



For those of us with older Studebakers... a very helpful tip from Pete Yuen:

*** Vacuum windshield wipers were used in Studebaker cars up to and through the '40's. If that was what is in the car that has been sitting in stor-age for an extensive period, chances are that the wiper unit will not work. Chances are quite good that the unit will work provided that it gets a bit of maintenance work done to it.

The thing that is going to consume the most time would be getting the unit out of the car to en-able one to service it.

Once the unit is out of the car, carefully dis-semble it then using a clean rag, wipe the vacuum cavity and the paddle to rid of old grease and dirt. Further, wet a cloth with solvent and wipe the parts again with it. Allow to dry and then give it a coating of STP on the paddle and the cavity. Make up new gasket to replace the original one and as-semble.

There needs to be venting for the vacuum unit to work so remove the felt pad from outside of the wiper motor and likely, it is dirty enough to need cleaning. Blow off excess dirt with air and then wash the pad with solvent. Let it dry before replacing it. This will give better venting for your vacuum wiper motor.

After servicing the vacuum motor, make sure that the rubber hose that is connected to it is in good condition. It should be hard but not brittle and it should fit tightly on to the wiper unit and at the other end on the manifold port without leakage. Do not use just any rubber hose for vacuum pur-poses. Ordinary hoses will collapse with vacuum while the vacuum hose is made with resistance to collapsing.

It would be a good idea to test the unit out before spending time to re-install it only to find out the unit needed to be replaced. Using a hose, hook it up to the vacuum port on the engine manifold and make sure that it is secure and away from and not able to fall into any moving parts then start the engine.. If it does not work then it needs to be replaced.

FLORIDA REGION
ANTIQUUE AUTOMOBILE CLUB OF AMERICA
AACA Car Show – RAIN OR SHINE
Saturday, May 16, 2015, 10 am to 3 pm

Held at: Old Town, 5770 W Irlo Bronson Memorial Hwy (Highway 192 East). Kissimmee, FL 34746

This will be a non-judged car show where old car lover's can display their AACA cars, truck and motorcycles (domestic & foreign) up to the 1990 model year but all are welcome. If you choose to stay for

the Famous Old Town Saturday Night Cruise at 8:30 pm and your car is 1979 or older, you are invited to do so. For those cars 1980 to 1990, you may stay in your parking place for the cruise, if wanted.

Early Registration is \$10, if received before May 1, 2015. Day of the show Registration is \$15.

Please make checks payable to "Florida Region, AACA".

Various Raffles will be held. Vendor space is available for the show.

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Car Show Registration Form

Participant's Name _____

Address, City, State, Zip Code _____

Email Address and Phone Number (for next year's event notification) _____

Vehicle Year _____ Make _____

Model _____ Color _____

Disclaimer: Upon signing this registration form you agree that no sponsor or the Florida Region of the AACA shall be responsible for damage to your car or person during any part of this show.

Participant's Signature and Date _____

Mail Registration Form and \$10 Check
before May 1, 2015 to:

Steve Tunney
9982 Cypress Vine Drive
Orlando, FL 32827.

Show questions may also be directed to: *Steve 732-895-1227, Wayne 407-456-4401, Matt 407-247-7870*

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

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The Old Car Hobby

By Frank Ambrogio

The Good:

I got into the old car hobby not long after I spotted a 1949 Commander four door on a used car lot in St. Augustine on a Sunday morning in early 1981. I might have bought that car, but when I returned the following week, the lot was closed and all the cars were gone. Thus began my interest in the hobby and for Studebakers in particular. I attended my first SDC International meet in Seattle in 1982. I was so impressed! I didn't know there were that many Studebakers were still in existence. I watched the judges do their thing and listened to some of the comments. They seemed to know so many little details. The Fun Night and the banquet were great and I thoroughly enjoyed the experience. Through the years I've made many friends through my involvement with the SDC and our chapter.

The Bad:

A year or so later, I began to hear negative comments from members. One involved the now defunct Newman & Altman parts supplier. I was so appreciative that there was a company that had a large supply of parts. It was at the SDC Meet in South Bend when I heard someone comment on the ridiculously high prices N & A was charging. I didn't think prices were that out of line considering these cars were all at least 17 years old and Studebaker left the automobile production business almost two decades earlier.

Then around the turn of the century, it was announced that the building N & A occupied was going to be demolished and the company was closing its doors. Suddenly, everyone was concerned that this company which was so often ridiculed, was going to close. "What's going to happen to our parts?" The parts that this dreaded company had stored for decades were possibly destined for the scrap heap. The citizenry was aghast! How could our beloved parts supplier do this to us?

Well, fortunately N & A employee Dennis Lambert was able to rescue the parts and open a new business called SASCO. Then around 2010, SASCO was closing and as Yogi Berra would say, "it was deja vu all over again." This time Ed Reynolds came to the rescue and all was well once again with the cry babies.

And The Ugly:

This involves two acquaintances whose names I don't want to reveal, so I'll just call them Pete and Bart. I was at a mixed make car show and one of the vendors had a set of parking light lenses for sale for a 1963 Lark type car for \$4.00. This was a very good deal as these lenses were worth \$10.00 or more. I didn't need the parts, but Pete did some vending at various shows so I mentioned them to him. He bought them for \$3.00. A week or two later I was at Pete's place when Bart showed up. He had a 1963 Lark and wanted to buy the lenses Pete had. "How much do you want for them?", asked Bart. Pete replied, "just what I paid for them, twenty bucks!"

As you might imagine, I was in shock. Not because Pete was making a killing on the lenses. Not because they were unjustly overpriced. The reason for my dismay was that Pete and Bart were friends. How could Pete do this to his friend? I never told Bart about Pete's sneaky deal. I didn't want to ruin their friendship. However, my opinion of Pete and our relationship deteriorated to the point that we were no longer even casual friends, but merely acquaintances involved in the same hobby.

The past 30+ years in the hobby have been mostly fun and fortunately that last incident is not the norm. On the flip side, there will always be those who will take advantage of a situation. The best thing to do is determine who you want to be associated with and deal with the rest as best you can.

Twice The Fun Or Double Trouble

By Frank Ambrogio

Owning two cars which are the same year, make, model and almost the same colors, has its advantages. Any parts for one car will also fit the other, so one spare part is equivalent to have two spares. It can also be fun to confuse my friends who think I only have one car. "Hey Frank, I thought your car had the dual four barrel setup!"

But owning two similar cars can also present some drawbacks, especially as I get older and my physical ability as well as my brain function exhibit signs of diminished capacity. Here's one example:

I converted the tachometer from the original setup that included the sending unit, to an all electrical unit. The tachometer looks exactly the same when viewed from inside the car, but there is no sending unit atop the distributor base under the hood. I did this conversion on one of the cars, with ease in the mid 1990s.

As the years have piled up, my ability to crawl under the dashboard has proven to be somewhat more of a challenge than it once was. If I try to lay under there today, I get dizzy after a couple of minutes. If I don't quit right away, I get sick and I have to sit still for about an hour.

The tachometer in my second car was always somewhat erratic. It would work for six months, then it wouldn't for a couple more. Some times it worked while I was driving and then it just stopped working for no apparent reason. I know that adding a drop or two of a light weight oil can usually fix this problem, but I still had to remove the gauge and then put it back. I decided to just convert the spare tachometer I had, and then make the switch.

When the converted tach was returned, I went to work to try to remove the old one. I've changed every gage in my first car, and the tachometer and clock are the easiest ones to remove. To remove the tach, all I had to do was disconnect the plug from the cable that goes to the sending unit, pull out the light bulb socket, and then remove one screw. The tachometer would then slide out forward from the dash and the replacement could then be slid in.

Unfortunately, the emergency brake handle and other assorted dashboard support hardware are in the way. Compounding the problem in this instance, was that I had to approach that screw from the top. Attacking that screw as the first step, it wasn't long before the dizziness appeared and I had to quit. This same scenario happened four or five more times over the next six to eight months. Each time I was determined to at least remove the tachometer before the dizzy feeling came about. Each time I had to give up without success.

On the last attempt, I went through the whole routine with the same result. Frustrated and dizzy, I sat there in the driver's seat trying to regain my sense of equilibrium. After a moment of reflection, I glanced to my left at the other car. Suddenly, a sinking feeling better described as stupidity came over me.



Which Twin Has The Tach?

I was in the wrong car!

Yes, to my left sat the car I should have been sitting in. I'm not sure if I was in the correct car on any of my other attempts, but I'm hoping I was every time. I took this as a sign that I was not destined to replace that tach. I took the car to an electrical shop and convinced myself that the amount it cost me was money well spent.

For quite some time, I kept this secret to myself, but as the old saying suggesting that "time heals all wounds", I've told the story several times and it has always gotten a good laugh.

If you happen to own more than one car of the same year, make, and model, please take my advice. Before doing any work, make sure your brain is in good condition and doesn't take any unscheduled vacations.

And speaking of Hawks...this link came from Larry Swanson, our Newsletter Editor Mentor and Guide:

This is a really nice video on Hawks. Our thanks to Jerry Kaiser for forwarding it to me. I am sending it on to our Editors for your own enjoyment.

Larry

http://www.youtube.com/watch?v=rDN8HhMCc3I&feature=youtube_gdata_player

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ORLANDO AREA CHAPTER - SDC
CHARLIE STEFFY
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Volume 33 Number 4

July August 2015

From The President

By Dick Langlotz



Hoping everyone is having a good Spring and Summer and that you are using your Studebakers! I am looking forward to seeing you at our monthly breakfasts which will continue through the summer. The last Sunday of each month...TooJays in Lake Mary! An article in the April 8th issue of the Wall Street Journal sums up my feeling on Studebakers...keep the faith and be the caretakers for these fine cars. They are now at least 60 years old!

<http://www.wsj.com/articles/studebaker-still-stands-out-after-60-years-1428415869>

CALENDAR OF EVENTS

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

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

July 26th Aug 30th Sept 27th October 25th

The following historical article comes from none other than The World's Most Wonderful Mechanic and noted Studebaker Ice Racer Dan Dobbins. It was originally published in the mid 1990's in the Keystone Region Chapter SDC's newsletter. Dan is known for his thorough and accurate fact finding. So many times we hear stories with a twist or a spin. This, folks, is how it really happened.

Studebaker History by Dan Dobbins

Although many people claimed to have invented the internal combustion engine, the true inventor of this engine was the great German inventor, Nikolaus Otto. His invention was presented to the public in 1876. Proof of this claim is the fact that cars" today are called automobiles, which is a modern spelling of ottomobile, after the inventor. Although the first motor was built in Germany in 1877, a U.S. patent was issued in Washington, DC to Nikolaus Otto for his invention, in 1878.--

THE STUDEBAKER V8 ENGINE - A HISTORY LESSON

After many years of exhaustive investigation and personal interviews, the true story of the Studebaker V8 engine has been thoroughly researched. And can now be related with great accuracy. The Studebaker Corporation placed its first internal combustion engine in a carriage without a horse, in the year 1897. It is a recognized fact that Studebaker pioneered the term, "Horseless Carriage." It was a one cylinder beauty with a power rating of 4 horsepower. Virtually without power.

After several years of exhaustive effort, Studebaker engineers found that they could increase the power of the internal combustion engine by one horsepower for each cylinder they added. Two cylinders would create 5 horsepower, three cylinders would create 6 horsepower, and so on. And with each added cylinder, the noise level greatly increased. The original Studebaker engines were limited to a total of 27 cylinders, which equaled 30 horsepower, due to the fact that, at this point, the engine became longer than the carriage itself. The spark plug wire to the furthestmost cylinder was 17 feet, 4 inches and the spark took twelve seconds to reach from the distributor to the spark plug. Each spark plug weighed over 2 pounds. Timing this monster was an absolute nightmare and could take as long as three days.

In 1911, a Studebaker employee, Viktor Eightkoff, developed an improved engine that required shorter spark plug wires, much lighter spark plugs, was quieter and took up significantly less space, simply by aligning the cylinders in the configuration of a V. Since Eightkoff worked for The Studebaker Corporation's Research and Development Department (he was paid 17 cents an hour for his efforts), Studebaker took credit for his development and named the engine after him. They

called it the Viktor Eightkoff engine, which after a couple of years, was shortened to the more appropriately named, V Eight.

During the ensuing years, several unscrupulous automobile manufacturers stole this basic V8 design from Studebaker and manufactured and installed them in their cars and trucks. With only moderate success. Studebaker, however, waited until it had developed an absolutely superior V8 engine before using it in their Studebakers. Thus, in 1951, after forty years of experimentation, Studebaker introduced the most powerful, durable, tough, reliable, efficient, economical, easy to service engine ever known to mankind. The wonderful Studebaker 232 cid V8! All other car, truck and airplane engines became instantly obsolete. And remain so, even today, following evolution of the Studebaker 289 V8 engine. Except in the welfare state, where nothing works. It is a generally acknowledged fact that, had this amazing engine been made available ten years earlier and installed in Studebaker's incredible Weasel, World War II would have been won three years earlier and would have made the development of the atomic bomb totally unnecessary.

And now you know the Rest of the Story...

A little note from your editor:

For those of you that have not had the pleasure of meeting The World's Most Wonderful Mechanic in person, let me just say you are missing a rare opportunity. Dan Dobbins hails from Long Island, NY and served for many years as an officer and tour master of the Keystone Region Chapter SDC in PA. He founded Island Oil Change, one of the first We-Come-To-You oil change services in the country back in the 1980s. His service truck? A 1963 Champ pickup of course. Dan has a very keen sense of marketing and the ability to take any mundane topic and make it fascinating. He still belongs to several SDC chapters across the country and contributes to many newsletters with his own brand of research and story telling. So just when you thought you heard it all, Dan will show you you haven't!!

That being said...if it were not for the help of Dan and Frank, this newsletter would be a post card. Please please please...feel free to send me any articles, tech tips, recipes, restoration updates, parts or cars for sale or wanted, anything to fill these pages. Thank you!

2015 Lake Helen Car Show

By Frank Ambrogio



For the 39th consecutive year, the Volusia Region of the Antique Car Club of America served as host for the Heritage Classic & Antique Car Show. The first time Anita and I attended this show was in 1981 when it was held at the Daytona International Speedway. I used to have a T-Shirt commemorating that fact, but it apparently didn't survive one of the moves from Jacksonville, Orlando, Casselberry, to Sorrento.

Our first experience with a show entry was in 1988, just after we finished the restoration of our Studebaker. We met Larry & Barbara Golub for breakfast at the Perkins Restaurant in Altamonte Springs, and then headed to the show. We both ended up winning first place awards in our respective classes. I remember being less than thrilled with the heat and humidity, and I've felt the same way ever since. Saturday, April 25th was supposed to be sunny with temperature reaching 90 degrees, another hot one. We were able to find a place in the shade, and there was a decent breeze all day. It was actually reasonably pleasant at the show, but the drive home was another story.

I guess some things never change as Larry Golub arrived about a half hours after we did, so the pairing was complete again this year. Bob Coolidge and Charlie Steffy also participated in the show, so the OAC had at least four members bring a car (I won't mention what brand we each drove). Former member Rusty DeFazio also participated so you could make a case for our having five members present.

This show has always had a great array of cars from the early 1900s to new Mustangs, Cameros, and Corvettes. I've never understood why brand new cars are allowed in an antique and classic car show, but then there seems to be a myriad of occurrences that take place these days for which I can't seem to grasp the full understanding. I will say they were pretty cars, and it reminded me of the Publix parking lot! I was a little disappointed that one of my favorite models, a 1956 Lincoln Premier wasn't present this year. In te past there have been two or three and one of them always gets my vote even though they are in the same class as my car.

The Volusia Region-AACA did its usual excellent job of running things. After 39 years, I guess they have a little experience along those lines. While we stayed till almost 6:00 PM for the 1988 show in New Smyrna Beach, we made our earliest departure ever for any show, leaving shortly before 2:00 PM. I think old age has dulled my enthusiasm for car shows and the time seemed right for us to leave. The drive home proved to be our undoing as the sun was beating in through the front windshield and the humidity hovered around 100 percent. We opted to skip the I-4 traffic and came home via 17-92 through Orange City and Debary. Of course, we hit every light and it got hotter with each stop.

Once we got home, we headed straight for the showers, *even though we weren't scheduled for our next shower till Wednesday!!* The show is a distant memory already, but thanks to the host club, we still had a good time. I've enjoyed every car show I've ever attended regardless of the weather, number of cars, dumb remarks by some of the people, etc. If the day comes that I don't have a good time, that will be the day I stop attending.

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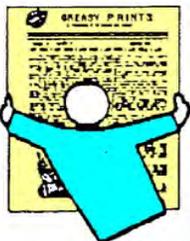
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Volume 33 Number 5

September October 2015

From The President By Dick Langlotz



The summer is almost over and we have had our first hurricane...almost. I was unable to attend the International Meet but I hope to have information in the next issue from those that made the trek. Below is information on our State Meet in Gainesville October 9-11. This will be a great meet!

The members of the North Central Chapter have planned a World War II theme...uniforms, USO girls and Studebaker military vehicles will be on display. Hope you and your car will be able to attend!

CALENDAR OF EVENTS

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

**INTERNATIONAL DRIVE YOUR STUDEBAKER DAY
SEPTEMBER 12TH!**

**FL State Meet Oct 9-11 Gainesville, FL
Information is on Page 2!**

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

September 27th October 25th November 29th

The Florida State Meet will soon be here and the folks in the North Central Chapter have a great meet lined up! Right click on the link to their website and choose “open” for all the details and a registration form. Don’t miss it!

[North Central Florida Chapter Studebaker Drivers Club](#)



It’s that Time of Year...to renew your membership in the Orlando Area Chapter SDC!

Take a moment to fill out the attached form on page 3 and mail it, along with a \$10 check, to our Membership Chairman Bob Coolidge.

We have not updated our records lately and now is the time to make sure everything is up to date.



THE STUDEBAKER DRIVERS CLUB ORLANDO AREA CHAPTER



MEMBERSHIP REGISTRATION FORM

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

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

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

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

STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	MAKE	MODEL	BODY STYLE

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

* DUES SCHEDULE - NEW MEMBER ONLY *
(PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)

SEP - DEC = \$10.00

JAN - FEB = \$8.00

MAR - APR = \$6.00

MAY - JUN \$4.00

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

Membership Dues (Renewal \$10.00)	\$	
Newsletter fund contribution (optional)	\$	
Late fee (\$1.00 after Nov 10)	\$	
Total	\$	

MAKE CHECKS PAYABLE TO - ORLANDO AREA CHAPTER - SDC
MAIL TO:
BOB COOLIDGE 3860 BIRD DOG LANE DELAND, FL 32724-7425

SEND THE ENTIRE FORM - DO NOT CUT OFF

OAC FORM REG-2 (10/11). Previous editions are obsolete

The Simple Ignition Key Versus The Technology Key

By Frank Ambrogio



When I bought my first Studebaker in 1983, I needed to have a spare ignition key made. The key in this case was a very short one, about an inch and a half long. The husband of our secretary at work owned his own mobile locksmith business and he came by the office every now and then. We made arrangements to get together one particular day so he could make a new key for me. He had all his locksmith equipment in his van and we thought it should be no problem.

As you might have suspected by now, there was a problem. Apparently he didn't have the proper equipment to handle the small key from the Studebaker. He said he would need some type of adapter to handle the small key, which he didn't have. He told me to check with a place on Highway 17-92 which was about four miles from my home in Casselberry. This shop was able to make a new key for me which incidentally, I only used once to see if it worked. Meanwhile, the original key has worked just fine for the past 32 years. I believe the cost was about \$2.00.

In 1998 I purchased a new pickup truck which came with a remote unit that allowed me to unlock the doors from as far away as about 30 feet. The remote and the keys were separate items. I could keep the remote in my pocket and keep the key on a chain along with my house key. I liked this arrangement because if I ever locked my keys in the car, I could still unlock the doors with the remote. A new car purchase in late 2002 came with the same setup, only now I could also open the trunk from some distance using the remote. I still have that car, and never accidentally locked my keys in it. The same was true for the truck during the years I owned it.



I bought a new car in 2010 and the one-piece key unit for that one was filled with new technology. Pushing a button unlocked the doors. A push of another button popped the key out from the side of the rectangular shaped unit, and I could insert it in the ignition right side up or upside down. There was a button to unlock the trunk. Yet another button would lock the doors. And finally, pressing on the last button would start the car. Except for inserting the key in the ignition, I could do all the other tasks from fifty feet away. The owners manual indicates it could work up to 190 feet away.

All worked well for the next 5 years. I didn't like the fact that this was an all in one package because now I didn't have the remote in my pocket anymore. This new remote key system had one good feature that I learned of after about four years. Anita and I stopped at the grocery store and I pressed the button on the dashboard to lock the doors. I got out of the car and was walking around the back of the car when suddenly, the horn started blowing. Anita had just exited the passenger side. Just as I got around to the other side of the car, I realized that not only had I left the keys in the ignition, but the car was still running. I guess the horn was blowing to let me know of my boo-boo.

I shouted to Anita, "*don't close your d....!*" That was as far as I got when I saw and heard the door close with a thud. Anita didn't have a spare key because she never drove that car and didn't like the extra weight in her purse. So now the doors were locked, the key was in the ignition, and the motor was running. I tried the passenger door and of course it was locked. We both stood there completely dismayed for a moment or two. I walked over to the driver's side and pulled on the handle. To my astonishment and

relief, the door was unlocked! I guess the system overcame my stupidity. Apparently, the driver's door won't lock if the door is open and the key is in the ignition and no one on the seat. Score one for technology.

About five months later, we were coming out of that same grocery store and I pushed the button to unlock the doors. The button just collapsed into the remote and was rendered inoperative. No problem, I thought, I'll just unlock the door with the key. Unlocking the door the old fashioned way set off the alarm. Apparently, this is normal. If the door is opened without first disarming the security system with the remote, the alarm will sound for about 30 seconds. The way to disarm the system is to *unlock the doors with the remote*, except I couldn't do that! When I got in the car and closed the door, the doors locked. I couldn't unlock the doors with the remote of course, but I also couldn't unlock them using the unlock button on the dashboard.

So now, the alarm is sounding and I'm locked inside the car. The only way I could turn off the alarm was to stick the key in the ignition and start the car. Thankfully that worked and the alarm shut off and I could unlock the doors. For the next week, I used Anita's spare key and began checking on getting another key made. The hardware store couldn't do it because of the chip embedded in the remote. I was talking to a lady at the checkout counter who told me she had a similar problem with the key for her Mercedes. The dealer wanted \$300.00 to make a new key, but she had one done by a vendor in the flea market for \$100.00. I checked at the dealer from where I bought the car while I was there for an oil change and he quoted me a price of *around* \$120.00. Since I was already there, I told him to go ahead and do it. It turns out he had to order something, so I had to go back in two days. When I went to pay for the new key, the price ended up being about \$89.00.

I walked out to the car thinking, "wow, it was only \$89.00 instead of \$120.00." I felt really good about that. After a moment, I started thinking, why am I so happy to spend \$89.00 for a key! I remembered that \$2.00 Studebaker key and just shook my head.

Studebaker had a security system way back then to prevent me from locking my car with the keys in it. If I was inside the car and pushed the lock button down, it would unlock when I opened the door. If I was outside the car and pushed the lock button down, it would unlock when I closed the door. I could only lock it from the outside by using the key, which by the way, never broke.

Score one for the old school folks.

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Vice President at press time****
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Volume 33 Number 6

November December 2015

From The President
By Dick Langlotz



The Annual Orlando Area Chapter SDC Christmas Party will be:
Sunday December 6th at 4 PM
Stonewood Grille
1210 South International Parkway
Lake Mary, FL

Hope to see everyone there!

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

November 29th December 27th January 31st

38th Annual Florida State Meet

By Frank Ambrogio



2015 marked the third time the *North Central Florida Chapter* officially** served as host for the State Meet, this time over the weekend of October 9-11. The theme for the weekend was, *The War Years* and it proved to be very popular with the attendees. I don't have counts on the number of cars or registrations, but it was a good turnout on both counts.

The only Orlando Area Chapter members to attend besides Anita and me were Alberto Sanchez de Fuentes, Dave Cramp, and new members Frank & Sandy Harvey. Alberto was the only member to show up with a Studebaker, his Avanti Convertible.

Two former members, Mike Chernago and Roger Ramsier were also in attendance. Mike & Dottie drove from New York a week earlier, somehow making it past all the flooding that was happening in the Carolinas caused by hurricane Joachim. They didn't have time to get there Studebaker up to the meet, so just came as spectators. Roger entered his absolutely stunning 1959 Scotsman pickup. It was transported fresh from the *Leesburg Auto Body* restoration shop by the shop's owner. The truck drew large crowds all day and was rewarded with a first place by the participants.



Rhonda Scarabino, Orva Kaufmann, and Edie Fifer handling registrations

The registration desk was located just inside the door as we entered the hotel and was well staffed during the entire meet. T-shirts were available as well as other items and free candy.

One of our first stops was a visit to the hospitality room which was well stocked with drinks and snacks. I have to admit I don't know who was handling that part of the meet, but there was always a good crowd present enjoying each others' company and sampling the various treats. The hospitality room is always a great place to rest those weary legs and take a break from the Florida sun.

I don't know all the people who helped put on the meet this year, but it was obvious that it involved more than two or three people. I know I saw Martha Cade dashing from one place to another and I'm sure all the helpers were pretty busy throughout the weekend.

Friday night a USO Party which featured a lively band and dance lessons were provided. A nice young couple danced the night away to show everyone how it was done. It seemed a bit ironic that the youngsters who weren't even born at the time, danced while the oldsters, many of whom who lived through it, just watched.

The swing music was a joy to listen to, but as usual, it was it little too loud for me. That's not a reflection on the band, they were great. I just have a problem with loud noises which only exacerbates the tinnitus ringing in my ears which I've been *blessed with* for the last 15 years (*would someone please answer that damn phone*). We were also entertained by Tuskegee Airman Lt. Col George Hardy (Ret.) who gave us some inkling of what life was



*Brave souls taking part in the dance lessons**

like for him during his service. We were also treated to a free meal and it was a good one at that. Friday nights are usually nothing more than greetings and getting a feel for the surroundings, but this Friday was exceptional.



*Car show day-Studebakers everywhere**

The car show on Saturday was well attended by cars, vendors, and spectators. My morning started with rain around 5:30 AM and all I could think of was the all day rain the plagued the 1997 meet in Alachua. But, by show time, the skies began to clear and it was a beautiful day, if you like heat. It was a bit warm, but it could have been much worse, especially that early in October. All in all, a great show. Danny Thomas and Bussey Quackenbush took photos of the Studebakers as they paraded past the front door of the hotel between 9:00 AM and 11:00 AM. I believe Bussey stated that 51 cars *smiled* for the camera.



*The banquet featured a full house**

The awards banquet on Saturday evening was very well attended. I don't have a count of attendees, but it was a large group. We were treated to a great presentation by guest speaker, Andy Beckman, archivist at the Studebaker National Museum, who provided slides and videos related to Studebaker's military production. Andy is a very engaging speaker mixing a little humor in along with facts and some interesting bits of trivia. I know he did well because I stayed awake through the entire segment. Following the banquet, Andy signed copies of his books.



*Andy Beckman, signing copies of his two books**

One of the things I appreciated the most was the name tag. These were nicely done and placed in a lanyard with a strap allowing them to be hung around one's neck. This meant, no holes had to be punctured in a shirt or blouse. The top portion carried the *war years* theme with the name and meet information at the bottom. But the best part of all was that the name was featured in huge letters. I've always been very bad at remembering faces, so people I've seen many times are semi-strangers when they come up to talk to me. For once, it was a simple matter to determine who came up to me and said, "hello." The lanyards hung down a ways on most of us, but a quick glance at the person's belly area produced the answer. For the first time in memory, I didn't have to carry on a conversation with someone *I know I knew, but I didn't know now, if you know what I mean!*



Name tag lanyard with participant's name in large letters

Sunday morning's event was an invitation from Stephen Cade to caravan to the now famous *pole barn* to socialize and enjoy the Studebaker collection. Coffee, cookies, and donuts were served and everyone seemed to enjoy the trip to the country setting. I've probably been to the *barn* at least 10 times, with the first visit in 1984, but I still wouldn't be able to find it without directions. Finally, we had to say goodbye and headed back to Orlando.

The North Central Florida Chapter has always provided a great State Meet experience and this year was no exception. The meet for 2016 will be in the Tallahassee area with the Big Bend Chapter serving as

host. It will be the Orlando Area Chapter's turn *in the barrel* for 2017. *Be ready to offer your help when we call upon you!*

Notes: Photos with an asterisk at the end of the caption, were supplied by Danny Thomas.*

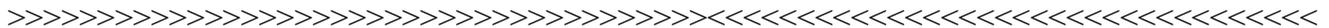
***The State Meets in 1991 and 1997 were hosted by the Orlando Area Chapter, but the folks in Gainesville did all the work. This was before the NCFC was formed.*



Becky Ray
Former OAC Member Passes Away

Around 9:00 PM on Wednesday October 14, Anita received a call from Becky's daughter Missy who advised that her mother had passed away about an hour earlier. Becky had been in and out of the hospital for the past several months. Anita spoke with her about a month earlier and she seemed better than she had in several previous calls. Jerry & Becky were Orlando Area Chapter members from 1995 till 2004 when they returned to Texas. We met the Rays at a cruise on 17-92 in Sanford where they were displaying their 1957 Silver Hawk. After introductions, we discovered we lived about two miles apart near Tuscawilla Road and Red Bug Lake Road..

That proximity and Studebaker interest led us to become friends and the four of us did a lot of cruise-ins and caravans together. We remained in *long distance* contact after they moved. Our last *in person* visit was at the State Meet in Tallahassee in 2010. Jerry and Becky were very active in our chapter and were a huge help during the State Meet in 2002. They were sorely missed when we again hosted the meet in 2005.



Congratulations, Larry Swanson !!

During the awards banquet at the 51st International SDC Meet, it was announced Larry Swanson was the recipient of the Harry Barnes Award. Harry was the founder of the Studebaker Drivers Club and an award was established in his honor to give special recognition to a member of the club who has made significant contributions to SDC.

Larry served as editor of Turning Wheels for twenty years and is currently Publications Director for the SDC. These are only a few of his many accomplishments. He has been a great help to the Editors of all the chapter newsletters and also makes each International Meet more enjoyable via the Studebaker Band. Thank you Larry for your years of tireless service!

GWA Studebaker Carrera Tribute

"Veinte Victorias" (20 Winns)

Photo and story reprinted with permission



The 1954 Studebaker has been the only car in the history of the Carrera Panamericana to win 20 times the race. GWA designs a tribute car named "Veinte Victorias" (20 Winns) for all the times the Studebaker Commander has taken the first place in the grueling 7 day race from border to border in Mexico.

The Stude has won over Porsche, Aston, Jaguars, Mercedes and many other European competitors, it has even been in overall first place for 9 consecutive years (1993/2001). Making it the unbeatable one.

The idea from GWA is to make 19 examples of their design in yellow livery to be auctioned, and only 1 black version to be kept as the pace car of the event for the years to come. And would be serial # 1/20

The car uses a 6.2L LS9 Supercharged V8 motor from a corvette with 620 HP and a 6 speed manual gearbox, Brembo HPK brakes, special suspension and a reinforced tubular chassis. Wheels have also been designed by GWA in 19x8 ½ front and 19x11 rear with Bridgestone tires, exhaust system will be manufactured by Fabspeed. The Veinte Victorias is ment to be a a real fun car to drive, as well as a collectors item for those that had competed, or been folowing the Carrera for all this years.

The pricing has not been determined yet. More news will be coming up as the development begins.



It's that Time of Year, your last chance to renew your membership in the Orlando Area Chapter SDC!

Take a moment to fill out the form on the next page and mail a \$10 check to our Membership Chairman Bob Coolidge.

What makes a better Christmas gift than a membership in the Studebaker Driver's Club??



THE STUDEBAKER DRIVERS CLUB ORLANDO AREA CHAPTER



MEMBERSHIP REGISTRATION FORM

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

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

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

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

STUDEBAKER OR STUDEBAKER RELATED VEHICLES CURRENTLY OWNED

YEAR	MAKE	MODEL	BODY STYLE

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

*** DUES SCHEDULE - NEW MEMBER ONLY ***
(PAY AMOUNT INDICATED FOR THE MONTH YOU JOIN)

SEP - DEC = \$10.00

JAN - FEB = \$8.00

MAR - APR = \$6.00

MAY - JUN \$4.00

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

Membership Dues (Renewal \$10.00)
Newsletter fund contribution (optional)
Late fee (\$1.00 after Nov 10)
Total

\$
\$
\$
\$

MAKE CHECKS PAYABLE TO - ORLANDO AREA CHAPTER - SDC
MAIL TO:
BOB COOLIDGE 3860 BIRD DOG LANE DELAND, FL 32724-7425

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

Information about our parent club and our chapter

◦ **SDC National Officers**

President Tom Curtis
Vice President Don Cox
Secretary Nita Ketchum
Treasurer Jane Stinson
Editors Ann Turner
Board Member Edward Burris
Zone Coordinator Jack White
Regional Manager Phillip Brown

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 Frank Ambrogio
Treasurer Charlie Steffy
Membership Director Bob Coolidge
Activities Director Dick Langlotz
Newsletter Editor: Charlie Steffy
Website Maintenance Frank Ambrogio

THE STUDEBAKER DRIVERS CLUB - ORLANDO AREA CHAPTER

The Orlando Area Studebaker Club was organized on October 15, 1983 and was chartered as the Orlando Area Chapter of the Studebaker Drivers Club on June 19, 1984. The Charter was presented to the Chapter at the International Studebaker Drivers Club meet in Kissimmee on July 6, 1984.

The Chapter was formed to:

- § Encourage the acquisition, preservation, maintenance, and enjoyment of Studebaker and related automobiles.
- § Provide accurate historical and technical information on Studebaker automobiles, the Studebaker Drivers Club, and the Studebaker Corporation.
- § Promote good fellowship and pride of ownership among Chapter members.
- § Publish a newsletter containing news and information concerning both national and local activities, technical advice, and items wanted or for sale.

Meetings are held monthly or as noted in the newsletter and are open to all members and prospective members. Family membership dues are payable on October 1st of each year. See the membership registration for more information on our dues policy.

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

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

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