



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 34 Number 1

January February 2016

From The President By Dick Langlotz



To our members,

Our First Lady Tina Langlotz is facing increasing medical issues and so our President Dick is not able to provide words of wisdom for this issue. Our thoughts and prayers go out to Tina and Dick and we all hope Tina is up and around soon.

Your editor

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

January 31st February 28th March 27th

The Baker Breakfast Bunch By Frank Ambrogio

Nine members assembled for our *November* breakfast on the 29th . Showing up with his larger than life 1960 Transtar was Bob Coolidge followed by Doug Gagnon's 1953 Commander Starliner. Other attendees included Bob & Denise Stowell who left the New York in October to spend the winter in central Florida, John Gormican, Charlie Steffy, Larry Golub, Frank Harvey, and me.

Our server has been accommodating us for several years now, so some of our group can almost order *the usual* and she takes care of the rest. I seem to be more forgettable as I always end up with caffeine laced coffee, but I manage to survive. We had a great time conversing and didn't leave till around 9:30 A.M. Several of us hung around outside till about 10:00.

Finally, we said our goodbyes and agreed to meet the following week at Stonewood for our annual Christmas Dinner.

used). March 1966 was the end of Studebaker car production – The last one built was a 1966 Cruiser.



During Studebaker's later years, Studebaker executives in the US were mostly tending to their diversified holdings (such as Onan engine, STP, Franklin and Schaefer appliances, Gravely tractor, Paxton products, Clarke floor machines, Studegrip, etc). The Studebaker executive team ordered Studebaker of Canada's President, Gordon Grundy, to go to Japan in 1965.

As a quick side note: In August of 1965, a deal to sell Studebaker automotive operations to a Canadian consortium failed. Campbell Motor Industries (CMI) had already concluded a tentative deal with Isuzu – which was then independent of GM – to sell subcompact Isuzu Bellett cars AS STUDEBAKERS in order to add vehicles to their scant lineup in North America. CMI did assemble Isuzu and Toyota cars for sale in Canada from 1967 through 1970, sold as Isuzu and Toyota brands through two new dealer networks. CMI's purchase of Studebaker's automotive operations for a measly \$7 million Canadian dollars failed because one Canadian politician in Nova Scotia refused to sign off on Canadian government loan guarantees, fearing the failure of Studebaker might drag CMI down as well. This was ironic, since CMI was BASED in Nova Scotia and had actually set up an assembly plant in Sydney, N.S. in 1967, bringing jobs to the Province. Sydney is a deep, warm water port, perfect for bringing Japanese car parts (referred to as CKD: complete knock down kits) to assemble as "Canadian cars." Alas, the failed deal was the "kill shot" for Studebaker, and in March 1966, the last Studebaker rolled off the production line, followed by layoffs of 700 workers. The Hamilton plant was bought by OTIS Elevator, used for 20 years, and later demolished in 2012.



But back to our story. Gordon Grundy was sent to Japan to try to broker a deal with Nissan. They wanted him to obtain cars for Studebaker dealers in Canada and the US. Presumably, the thinking was to not directly compete with Datsun dealers. Due to the presumed need to replace the archaic 1953-era Studebaker cars (which were facelifted for the last time for the 1964 model year), it's pretty safe to assume they would have been targeting the new Cedric 130 cars (released in October 1965) to replace the aging Lark. Of course, there's the possibility they might have targeted the President (also released in October 1965), but it was a \$3300 car – likely too expensive for Studebaker to try to sell... or maybe not? Perhaps just perhaps, the President could have eventually replaced the ancient larger Studebaker cars too, on a limited basis. The President line was powered by a 183 cubic inch 6-cylinder or a 243 cubic inch V8, after all. The Hamilton-built Studebakers were not selling very well, essentially being antiques under the skin. In contrast, the Nissan cars were far more modern.



Here's where the story gets really interesting, though: The only company that Studebaker had interest in buying cars from was Nissan... at least until Grundy was in Japan. All was going well with Nissan... then the Studebaker board apparently vacillated, possibly having heard about the upcoming new Toyota Century, because they had their attorney call Grundy at his hotel in Japan, and order him to not just visit Nissan, but Toyota also. The trouble was, Toyota, having informers at Nissan, were offended that they were not approached first, and being considered „second fiddle,“ they refused to speak with Grundy. Returning to Nissan would prove fruitless as well – Nissan had informers at Toyota, and when they heard

that Grundy had also visited Toyota, they were deeply insulted and broke off negotiations due to “loss of face.” The end result? Grundy went home empty handed, with no all-new imported cars to sell as Studebakers, in a last-ditch attempt to keep the dealership organization solvent. The lawyer, who was employed by Studebaker, who told Grundy to also approach Toyota? *Richard Milhaus Nixon.*



So, as Paul Harvey used to say, “Now you know the rest of the story.” What blows my mind is to consider the following possibility: What if Grundy had been out having some sushi or getting a massage from a beautiful Japanese girl when Nixon called? What if he had wrapped up the deal with Nissan to sell Studebaker Corporation cars with Studebaker badges on them, for US and Canadian, Australian, New Zealand, Israeli etc. distribution (where Studebaker was having some success). The board couldn’t have censured him since he was following his instructions to the letter. Of course, he probably knew that had he done the deal, the Hamilton car plant would close and 700 jobs would be lost (which happened in April 1966 anyway). He probably saw the handwriting on the wall... Perhaps Hamilton could have been the parts depot for the new cars, saving 50 to 100 jobs? We’ll never know. Carrying it even further, what if they’d acquired the President lineup, badged as Studebaker’s high-end luxury division? Perhaps Infiniti would not have been necessary; instead, Studebaker might have survived!

Would Studebaker dealers have been encouraged to duel with Datsun franchises in the Midwest, where Datsun was weakest during that era? If so, would this have helped Datsun to stay ahead of Toyota in the US as it had been until 1967? Eventually, would it have enabled Nissan such additional success so as to not need Renault? Enquiring automotive historians would love to know!

Glenn Arlt, Hagerty Concierge and Historian



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 * ***

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- § 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.

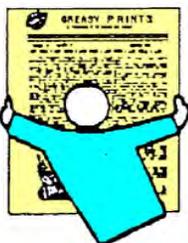
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ORLANDO AREA CHAPTER - SDC
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103 LARKSPUR DRIVE
ALTAMONTE SPRINGS FL 32701





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By Dick Langlotz



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Lake Emma Road Lake Mary, FL 8 AM!**

March 27th April 24th May 29th

World's Largest All Studebaker Swap Meet March 10-12 York PA

**Be sure to make your arrangements for the
International Meet in Rhode Island! It will be a great meet!**

OAC Breakfast - February 28, 2015

By Frank Ambrogio

For the 365th time, members and friends of the *Orlando Area Chapter* met for breakfast on the last Sunday of the month. A larger than usual crowd gathered in the parking lot outside the TooJay's Restaruant waiting for the 8:00 AM opening. Once we were all seated, the number of people filling the seats totaled 13.

Making an appearance was our longest continuous member other than the original founding members - Jeff Elliott. Others included John Gormican, Don Dodgon, Bob Coolidge, Charlie Steffy, Larry Golub, our long time members from Ontario - Stu & Thelma Chapman, our winter residents from New York - Bob & Denise Stowell, former member - Roger Ramsier, former member - Clarence Gill, and Anita & me. It was good to see some people who hadn't attended for quite some time.

The only Studebaker driven to the gathering was Bob Coolidge's 1949 Land Cruiser sporting its fresh paint job and looking good. All the other attendees drove Studebakers, disguised as other brands. Our regular server who has attended to our needs for several years had her hands full this time as so many *non regulars* caused her a little more work than normal. She has gotten to know what most of us order each month and the extra visitors forced her to do a little more writing on her order pad.

She did however get everyone's order correct and we spent the next hour and a half having a great time. It reminded me of the days many years ago when 13 diners would have been considered a lower than normal total. It is nice to know that we can still occasionally generate enough interest to make the breakfast a special event, but I always wonder why so many members choose to skip it.

We continued on together until somewhere in the 9:30 range, we began to break up and turn our tables over to the next shift of diners. Everyone seemed to have a good time and I hope it will encourage them to do it again in March on the 27th

Speaking of TooJay's

I've never understood the naming of the place where we hold our breakfast each month. It would seem the name should be TwoJay's to indicate the number 2. Instead it is spelled TooJay's, the Too in this case means also. So I went to their web site and found the following explanation.

TooJay's began as a modest New York style delicatessen on the island of Palm Beach in the spring of 1981. The brand was the vision of two guys named Jay – see what they did there?

I hope that clears things up for you since I know it has been on your mind for years. As for me, I don't understand the naming of the place.

The New Smyrna Beach Cruise

By Frank Ambrogio

I first heard about the cruise in New Smyrna Beach which is held on the 2nd Saturday of each month, in the mid to late 1990s. I thought about attending many times but always managed to find an excuse. Most of the time I simply forgot about it. But this year, Larry Golub asked Anita and me to join him on the cruise and we decided to take him up on his offer.



Of the cars in Larry's stable, he elected to drive the 1964 GT Hawk, which was his first restoration, done in the early 1980s. This is a car I almost bought in 1982. It would have been my first old car and consequently my first

Studebaker. In fact, I even put a deposit on it but then decided to pass on the car when I went back for a second look. I'm not sure I made the right decision, but it was a long time ago and I was new to the old car hobby.



I saw the car a year or so later at a show in Cypress Gardens and it looked a whole lot better after Larry got it painted and fixed up. Thirty plus years later, it is still in excellent condition. In retrospect, if I had originally seen that car a few years later I would have bought it immediately. Instead I bought a 1956 Golden Hawk that needed absolutely *everything* and spent much more time and money getting it in roughly the same condition as the GT is now.

Larry picked us up around 11:45 and we headed off toward the beach, a little over an hour's drive. No problems encountered along the way and the car ran beautifully, as any Studebaker would. When we arrived, there were cars parked along Canal Street, both old and new.



We drove up and down the main road trying to find a parking place. Along the way, Larry spotted the 1983 Avanti owned by someone he knew, who lived in Vermont. George and Doris Perry made the trip to enjoy the warm weather, which was not present on this day. I don't know how long they would be in Florida, but I hope they were/are here long enough to enjoy more normal temperatures.

On this day, the weather was in the low 60s.

The sun was shining and normally, this would be relatively pleasant conditions. However wind gusts reaching beyond the 20 MPH range made it somewhat less than comfortable. I'm sure the folks from Vermont might have found the weather somewhat pleasant, but Floridians just can't seem to tolerate weather when the temperature gets below 75 degrees. Our friend from



Michigan calls us sissies if I send him the weather report when we have a cold spell. I complain about 50 degree weather while the outside temperature at his home doesn't even reach double digits.

We decided to have lunch and while there, long time Studebaker fan and former *Orlando Area Chapter* member Harold (Scotty) Scott came by to say hello. Scotty had brought his 1963 Avanti and had it parked on the corner just a block or two down the road. I believe Scotty has owned this

Avanti since the early 1970s. The first and last time I saw it was at the first State Meet our newly formed chapter hosted in Longwood in 1985. At that time the car was black. There have been some other changes besides the color and the car is still a beauty.

Long time OAC members Stu and Thelma Chapman, our *out of country* friends from Ontario, dropped by later in the afternoon and the five of us spent the rest of the time together. We made another tour of the cars, and then opted to have something to eat. There is an old time drug store complete with lunch counter which proved to be very popular. As mentioned earlier, we had already eaten lunch there earlier in the day, so we were familiar with the place and the menu. However, when we sat down, we discovered the menu had changed. The waitress told us they normally close at 2:00 PM, but stay open till 7:00 on the second Saturday of each month because of the car cruise. After 2:00 they offer a more limited *special events* menu. Undeterred, we still managed to find something with which to stuff our respective faces, and had a nice time visiting, as we always do!



As you can see from the photos, heavier coats and hats were the order of the day. But the cooler weather didn't slow us down. At our age(s), we can't get much slower anyway. For me, this has been my natural pace for the past 50 years. I always tell people, "I walk so slow, I

collect dust!"

Once we left the drug store, it was dark and most of the cars had departed. We said our good-byes to Stu and Thelma, who had the much shorter drive back to their condo in Ponce Inlet, and boarded the *luxury* GT. The drive home was just as uneventful as the drive out, and for this we are always thankful. We were also thankful for another nice time with long time friends.



There comes the time for those of us who drive our Studebakers, to retire them. Not put them up on jack stands in a corner of the garage, rather to literally re-tire them. And the choices lately have become more numerous. After 10 years and 17,000 miles on my trusty 1941 Commander, it is time to “give the baby new shoes” before the 2016 touring season begins. When I purchased the car I put a new set of Lester bias belted wide whitewall tires on her, very close to original. After three AACA Glidden Tours in PA, MD and NH, two Sentimental Tours, two Founders Tours, a drive to and from and during the SDC International meet in Dover DE a few years ago and nine Antique Studebaker Club Fall Roundups the tires are pretty worn.

I remember our mechanics at the dealership commenting that “back in the day” it was good to get a year’s worth of driving on a set of tires. So I think these have served me well. Now what to do for the next set? I also remember one of our old salesmen (he worked for my Grandfather before WWII when we were selling Buicks and Chevrolets before the Studebaker Chapter of our dealership started). He went with us to a local car show years ago and the first thing he said was “there were never that many cars with whitewalls from new”. It was an extra \$2 per tire for whitewalls and the only cars that had them belonged to the well to do in town who brought their cars to the wash bay at the dealership every Saturday for a weekly cleaning.

Do I keep it really authentic and order blackwalls? Ugh...just can’t bring myself to do that. Radials? No. Heeding more good advice from my dear departed tour mate/mechanic/advisor...”set the car up just as it would have been when new. Drive it accordingly. You will not have any problems. Try to make it ride and drive like a modern car and you are asking for trouble”.

So I guess it will be another set of Lesters with the 4” whitewall. I would be interested to hear your thoughts and comments and experiences with tires on your old Stude!

Odds "N" Ends for Studebakers from Pete

Foaming

Modern motor oils of today have anti-foaming agents blended into it, still, overfilling the engine crankcase can still result in foaming of the oil. Foam in the oil causes the oil pump to draw air instead of oil and the result is oil starvation and possibly subsequent bearing failure.

1 - Causes of overfilling can be inattention to how much oil is put into the crankcase without checking the oil level with the dipstick.

2 - Oil level being checked when the vehicle is on a steep incline.

3 - The original dipstick had been replaced with one having an incorrect length and reading. 4 - Dipstick not fully inserted into the crankcase. 5 - Checking the dipstick for oil level right after the engine has been shut down without waiting for the oil to flow back into the crankcase.

To Keep Cool . . . Your car, that is---- If you are inclined to use one of the many cooling system cleaners, be warned----

While some are powerful and loosen up rust and scale, this debris will land up in the tubes of your radiator, making for more of a cooling problem than ever. If your car overheats or loses water often, check the soft plugs on the lower side of the engine. These lead to the water jackets. If they have a trail of water seeping past them, then they are rusted and needs to be replaced. On V8 engines, generally the rear plugs goes first due to the mud and sludge build up there. You can replace only the one that is leaking if you wish but if 2 or more are leaking, then replace the works. Pry them out with a screwdriver or punch. Use a wire brush to break loose the sludge and then flush with garden hose.

Remove the thermostat and run clean water from the engine top also. Install new plugs and have your radiator boiled out, pressure tested and all seams checked. When all is assembled, install antifreeze to the recommended ratio to water to top it off. This helps in heat transfer and raises the boiling point also for one cool running Stude.

It is said that the majority of the problems on

the road are cooling system related. If there are any hoses that are soft and appear to bulge, it should have been replaced before the water and antifreeze was put into the radiator.

Check the belt that drives the fan and water pump. If it shows cracks, then the belt needs to be replaced. If there is a squeal coming from the belt when the engine is suddenly revved up, the belt is too loose and needs to be tightened. The belt could also be worn so that it is riding on the bottom of the pulley groove instead of riding on the sides of it. If this happens, change the belt.

The radiator caps are 4PSI that are used on Studebakers made in the 1940's. Later model cars use the 7PSI caps. The pressurized cooling system creates a higher boiling point for the coolant. If the engine runs hot for no apparent reason, it may be due to leakage of pressure due to a worn cap. If the cap is

replaced make sure that the replacement has the same dimensions as the old cap. Some caps are shorter than others from the top of the cap to the sealing flange. If the sealing flange does not extend down to the radiator filler neck flange, then it will not seal the pressure and in addition to that, the car when driven on city streets at lower than highway speeds would likely not lose any water because the engine is revving at lower speeds, but at highways speeds the engine has more RPM's and the pump increases the flow of water. As this happens, some of the water escapes between the flange of the radiator neck and the flange of the cap and goes down into the overflow tube and lost. As the water is lost, the amount left in the radiator decreases to a point where there just isn't enough to cool the engine and it boils. As this happens, do not attempt to remove the radiator cap until the system has cooled.

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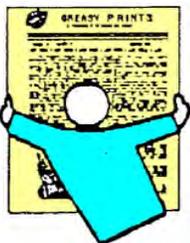
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In this issue we are proud to re-print the lecture our own Stu Chapman gave at the Studebaker National Museum on the day of the 50th Anniversary of the assembly of the last Studebaker automobile. Thanks to Bob Coolidge for coordinating the lecture notes.

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See the latest Turning Wheels for the latest tours and info!!**

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The Last Studebaker....50 years later

A presentation by Stu Chapman at the Studebaker National Museum March 16th 2016

Thank you Andy for your very kind introduction. It is indeed an honor to speak to you today about the very last Studebaker built. It will be fifty years ago tomorrow, at 8:00 in the morning, that a beautiful 1966 Cruiser was driven off the line, the event having been recorded by Hamilton's CHCH-TV, Channel 11.

News reporter Jim Bay told the viewers that Studebaker is no longer in the business of manufacturing automobiles. He said it's the day all Irishmen remember, March 17th, and the day that few employees will forget. This year alone, the company turned out more than 8,000 units for the domestic and export markets. The end of production comes exactly 108 years after the Conestoga wagon was turned out by Studebaker in 1858. He went on to say that at the same time car production ground to a halt today, Studebaker gave assurances that parts production and an international network of service centers would continue to look after Studebaker owners in the years to come.

That television reporter was right about Studebaker's promise to look after its customers. South Bend immediately became the key source of parts for the United States through Newman Altman and Standard Surplus for many years. Canada was well looked after by a number of Studebaker dealers. And for the next fifty years, our wonderful independent Studebaker vendors throughout the world have made sure that parts have continued to be available, along with quality service advice through the many technical experts in the Studebaker Drivers Club.

Fortunately, that 1966 Cruiser was saved and is on permanent display right here in our world-class Studebaker National Museum, as is one of the Studebaker Conestoga wagons. But more about the last car later. You are likely aware that Studebaker actually began business in 1852 building wheelbarrows and wagons.

Where has the time gone? It seems like just yesterday that I was delegated the responsibility of releasing news to the media that Studebaker would cease building automobiles. Now, fifty years later, we sadly remember that historic day.

That date was Friday March 4th 1966. The time was 3:00 in the afternoon. The press kits had been prepared the evening before. Only a handful of Studebaker senior management were aware of the devastating news that was about to be released. Studebaker had been in the transportation business for 114 years. We had been building automobiles for 64 of those years.

The opening paragraph of the news release stated Studebaker of Canada Limited is discontinuing the manufacture of Studebaker automobiles in its plant in Hamilton, Ontario in light of operating losses now being incurred. We went on to say the discontinuance would affect 411 hourly and 200 salaried staff in Hamilton and 37 field employees. In the United States, 81 employees in South Bend and 47 field staff would be let go. A total of 776. What a far cry from the thousands of dedicated souls who, just a few short years earlier, were proudly part of the Studebaker family.

Gordon Grundy, President of Studebaker's Automotive Division and Studebaker of Canada Limited, said that the skills which the Hamilton and other Canadian employees will bring to the labor market should attract immediate employment opportunities, particularly in the expanding Canadian automotive industry. He was absolutely right. Virtually every member of

the Studebaker team moved on very quickly, many to well paying supervisory and management positions.

Corporate President Byers Burlingame had previously threatened dealers that automotive operations would cease if profits were not forthcoming. Yet he kept insisting that Studebaker moved to Canada to live, not to die. He went on to say that the closing of the automotive division would have no effect on 1966 consolidated operating results since adequate reserves have been provided for this purpose out of special credits arising at the end of 1965. Such credits were created by the restoration to income of reserves which were not needed for the 1963 South Bend automotive liquidation.

As already mentioned, there was one more date that would be recorded in the history of Studebaker. Of course that was Thursday March 17th 1966, The last car built was to be kept in the Studebaker historical collection for posterity. But it almost didn't make it. Due to the many phase-out requirements that were to come during the balance of 1966, that car ended up being used for many errands, resulting in 18,000 miles being put on the car. It was eventually turned over to the City of South Bend in 1969 to become part of the Studebaker Historical Collection. Unfortunately, that last Studebaker languished in the basement of Gates Chevrolet in South Bend until the summer of 1997, when the late Phil Brown, a Studebaker Drivers Club Board member and South Bend resident, challenged the Canadian SDC members to cover the cost of bringing this car back to museum standards and preserving it forever. I accepted Phil's challenge on behalf of our Canadian members and we raised over \$4,000 to bankroll the project. Some of the financial support even came from U.S. members. After what seemed to be an eternity, everything old became new again. The last car is sponsored under the Museum's Adopt-a-Car program by the Hamilton Chapter of the Studebaker Drivers Club

Thinking back over fifty years when the last Studebaker was built, it seems appropriate to again remember those who supported this essential preservation project. Their names are inscribed on a plaque which sits on display with the last Studebaker in the Museum. Sadly, at least nine of those supporters are now deceased, however they never will be forgotten.

Much has been written about why Studebaker failed. Some of it was speculation. Much was certainly fiction. Many of us will remember how optimistic the Corporation seemed in December of 1963 when they proclaimed that all manufacturing was being moved to Hamilton in order that Studebaker could live, not die. We know now how false that was.

Gordon Grundy sent a very blunt memo to corporate President Byers Burlingame in August 1965, after eighteen months of lack of support. Grundy told Burlingame of the necessity for certain goals to ensure the continuing success of the Automotive Division. He wanted an extensive rehabilitation of the dealer body in the United States and Canada, with the cancellation of those dealers who were not pulling their weight and adding dealers who would perform. In addition, Mr. Grundy wanted a new marketing plan, enhanced advertising budgets, expanded engineering staff, sufficient budgets to allow replacement of tooling and plant facilities, as well as a minor building addition in Hamilton to provide for material storage.

Other common sense proposals were made to Mr. Burlingame such as providing rebates to shareholders who purchased Studebakers, and a requirement put in place that all senior personnel in Studebaker's other divisions be required to drive Studebakers. Adequate field inventories of new cars were required and a number of fast-staff programs designed to excite our dealers had to be developed.

Grundy wanted to reorganize SASCO, Studebaker's U.S. Marketing arm, and replace then current head Roy Bender with Ed Challinor, one of the Company's bright lights.

Burlingame took five days to respond to Grundy and there was nothing positive in his comments. He complained that the profit forecast for 1965 was only \$500,000 and dealer orders were only running at 56% of 1964. He made it abundantly clear that he wanted cost reductions in every area with no chance of any injection of new capital for expansion.

Amazing as it may seem, Gordon Grundy and each of our three Vice Presidents all were working on one-year contracts without provision for any salary increases or bonuses. Yet Burlingame was prepared to offer Ed Challinor a salary increase if he would accept the presidency of SASCO, which at the time was really dragging its feet.

Gordon Grundy also wanted Studebaker to participate in Canada's Expo 67 in Montreal, Quebec, the World's Fair, thus exposing the world to our great cars and their future. But Burlingame would have no part if it.

Byers Burlingame concluded his response to Gordon Grundy with the comment that his opinions were based on his experience dating back to 1925 with Packard. He stated that adding expense in promotion would not stimulate sales activity sufficient to warrant such expenditures. Burlingame wanted our international CKD operations to cease and vendor commitments carefully controlled. Absolutely nothing would be changed without his express approval. Talk about micro-managing. His last statement to Grundy was "I must insist that my policy be pursued and I sincerely hope that you see things my way".

Was Burlingame our real problem? Or was he just taking direction from others? Shortly after this exchange of correspondence, the proposed takeover of Studebaker by Canadian Motor Industries, on which we had been working, fell apart. Our Marketing and Manufacturing Vice Presidents resigned. The eventual handwriting on the wall for final closing began.

For a company that closed fifty years ago, it is truly amazing that it still is alive today, thanks to the continuing interest of the many thousands of members of the world-wide Studebaker Drivers Club, and the scores of our loyal vendors who make a point of ensuring that Studebaker pans will always be available. And of course the Studebaker National Museum.

But there is much more to the Studebaker story which evolved over our last few years in business. Much of it is fascinating. Some of it is very sad. At very least, I hope you'll find it interesting.

My interest in Studebaker dates back to when our neighborhood doctor drove home one day in his beautiful new 1947 Studebaker Land Cruiser. And just sixteen years later I became an integral part of Studebaker, never thinking it would remain a daily part of my life forever. Don't bother doing the math. It's been 69 years since that first flicker of admiration for the marque and 53 of those years directly connected with it. The years have taken their toll. I am now the only member of Studebaker senior management still surviving.

I joined Studebaker of Canada in the summer of 1963, after several years of automobile marketing, including the launching of Volvo in Canada, just in time to oversee the introduction of the new Different by Design 1964 Studebakers. I was just 29 years of age.

Later that year, a 38 year old man came to Studebaker in South Bend from CurtissWright as Corporate Controller. His name was Ed Dunbar.

Two young men in senior management. Each with a different objective. I was tasked to help drive Studebaker to new heights, after at least three survival scares in less than three

decades. But unknown to us in Canada, Ed Dunbar's primary assignment was divestment. Yes, the decision had already been made. Studebaker's best kept secret in 1963 was the planning of its demise, while in Canada we were striving for success.

Over the years, Ed Dunbar and I maintained contact with each other for five decades. Sadly, Studebaker lost its last South Bend senior executive just a few months ago when Ed passed away.

But before 1963, other things were happening. Studebaker Corporation, at the beginning of the second half of the twentieth century, was diversifying in order to ensure its future financial prospects were very secure.

Studebaker and Packard became one in 1954, and Mercedes-Benz of North America was taken over in 1958. Obviously sensing the internal turmoil, Mercedes-Benz decided to go its own way in 1965. For two short years, I was also responsible for advertising support for the German manufacturer.

An eerie sidebar to my Mercedes-Benz association came on November 22nd 1963 when we were launching the Mercedes-Benz S600 Grand Pullman in Toronto, Canada. I think everyone remembers that day. Lee Harvey Oswald assassinated President John F. Kennedy.

Needless to say our media presentation that day was very poorly attended.

One week later, our Mercedes-Benz Canadian General Manager Herman Beckmann flew to Montreal, , Quebec for the launch there. He never made it home. He perished in the crash of Trans Canada Airlines flight 831 shortly after takeoff. But the story doesn't end there.

There was always the suspicion there was a second shooter in the Kennedy assassination. The suspect was identified as Walter Ohlinger, a German national. His movements on November 22nd 1963 took him to Montreal by car. He presumably boarded TCA flight 831 and perished with the other passengers, since his car was found abandoned in the airport garage. But his name did not appear on the passenger manifest. Was he the second shooter? We will never know.

But back to Studebaker and its diversification. The company acquired many other companies in a ten year time frame. Studebaker's Automotive Division accounted for about 25% of total corporate sales. The balance of about \$150 million stemmed from its diversified group of acquisitions.

One of these acquisitions was Onan Generators, a company that is now part of the Cummins Group.

And Studebaker owned STP, which stood for Scientifically Treated Products, a company noted for its colorful management by the always interesting Andy Granatelli.

There was Gravely Lawn Equipment, now an Ariens company, still well known for its line of riding lawn mowers.

Studebaker also owned Clarke Floor Equipment which manufactured floor maintenance products and now continues as Clarke Parts, a division of Wholehogjanitorial Group, the largest floor equipment parts provider in the United State. And yes, Wholehogjanitorial really is its name.

We also owned Paxton Products, manufacturers of superchargers used by Studebaker on their high performance cars. Paxton was managed by another of the Granatelli brothers and is now an ITW company, a premier global manufacturer.

Our Franklin Manufacturing Division produced private branded household white goods for the chain store market. Franklin was eventually sold to White Consolidated Industries.

Studebaker even owned an airline. Trans International Airlines, a contract carrier for the military air transport service, was acquired from the eccentric Kirk Kerkorian in 1962. Studebaker sold TIA back to Kerkorian in 1964.

Also in 1964, Studebaker entered the tire stud industry with the establishment of its StudeGrip Division, manufacturing not only tungsten carbide tire studs, but also tire studding equipment.

Another Studebaker division was Schaefer Commercial Refrigeration which manufactured large scale cooling units for the food service industry.

More recognizable to car buffs was Studebaker Automotive Sales Corporation, or SASCO as it was commonly known. It was the marketing arm for Studebaker cars and trucks in the United States.

And lastly, Studebaker operated a lesser-known division called CTL Space Technology, a company that worked closely with NASA.

Studebaker Corporation produced a good return on investment for its shareholders in general in the sixties, but its Automotive Division in the United States suffered from outdated manufacturing facilities, less than aggressive management, and a declining dealer base. This resulted in a total lack of confidence in Studebaker automobiles by our Board of Directors, led by prominent attorneys Randolph Guthrie and Richard Nixon. Yes, that Richard Nixon.

Guthrie and Nixon were senior partners in the New York City law firm of Nixon, Mudge, Rose, Guthrie, Alexander and Mitchell. The "Mitchell" was John Mitchell of Watergate notoriety. You'll certainly remember the involvement of Richard Nixon in that event which led to his resignation as President of the United States of America.

When Studebaker of Canada was handed the challenge of saving the Automotive Division, while at the same time our demise was being plotted by the Guthrie/Nixon group, we had many irons in the fire to save our souls. One involved an association with Volkswagen.

At the time, Volkswagen was bringing its cars into Canada from Germany, and paying a significant duty on them. With the benefit of the Canada/U.S. Auto Pact, we were able to import vehicles duty free. Studebaker of Canada President Gordon Grundy ingeniously used this pact to our advantage and made a deal with Volkswagen to take over the importation of its cars. As a result, 31,600 Volkswagens were brought into Canada at a profit of \$165.00 each. We reimbursed VW \$15.00 per unit, which netted them \$474,000.00 while we made \$4.74 million.

Earlier, we had worked out a deal with Volkswagen where we would handle their Canadian distribution. This would have been a wonderful opportunity for both companies, but the Guthrie/Nixon led Board said no. Obviously it would have interfered with their plans to quit the automobile business. There was precedence for such a relationship since Studebaker and Volkswagen had originally been associated in South Africa.

But Nixon wasn't done interfering yet. Gordon Grundy had discussed preliminary plans with the President of Nissan in Japan to acquire the rights to sell their Datsun cars and trucks in North America, even badging some models as Studebakers. Datsun cars would have been assembled in our Hamilton Ontario assembly plant. Yet again Richard Nixon interfered and directed Grundy to break off negotiations with Nissan since if we were going to consider going that route then he preferred a deal with Toyota. But Toyota wouldn't talk because they weren't approached first. And Nissan wouldn't resume talks when they found out what was going on.

Realizing there just might be an ongoing roadblock in our way, we decided to pursue another line of strategy. I reminded my senior colleagues of my previous involvement with

Volvo and its President Pat Samuel, who was now the principal of Canadian Motor Industries, the distributor of Toyota. Knowing that Samuel was planning on building an assembly plant in Nova Scotia, Canada to build Toyota cars, it made serious sense to propose an arrangement that would allow Studebaker to be the bridge needed to establish an instant North American manufacturing and retail operation serving both companies.

After all, Samuel had a twenty year agreement with Toyota that covered all of Canada, the United States eastern seaboard, as well as the Pacific sector. He also had the rights to Isuzu, so acquiring Studebaker would have been the pathway to his dreams. And such a deal would provide Studebaker with a line of compact cars.

We actually came close to saving Studebaker's life in the automobile business. Even our uncooperative Board could see the possibilities. The proposed deal with CMI would see them receive all the assets of Studebaker's Automotive Division, including the manufacturing facilities in Hamilton, for just \$1 million. This would release the Board from the huge contingent liability with its dealers which they would have had if the Corporation simply stopped building cars. Even Guthrie and Nixon could see this made sense.

For those who don't know how contingent liability works, let me explain. Had Studebaker stopped manufacturing cars, the liability to its dealers would have been about \$40 million. If Canadian Motor Industries took over and continued to supply cars there would be no liability. At a purchase price of \$1 million, CMI would end up owning Studebaker for nothing because they would now get \$300 million in production equipment, all the facilities and parts.

The CMI group also included a Canadian entrepreneur by the name of Peter Munk, who later became CEO of Barrick Gold Corporation, reputed to be the world's largest gold mining operation. Unfortunately, Samuel, Munk and partners pulled out of the deal at the last minute. That was in September of 1965. The handwriting was now definitely on the wall.

When the deal collapsed, Mitsui Corporation, then owners of 30% of CMI, added more investment and took over control. Mitsui then sold CMI's holdings to Toyota and within three years their annual profit in Canada rose to \$20 million.

Shortly after, our Marketing Vice President, Bob Orr, decided to leave Studebaker and return to university to study law. He went on to be a highly successful attorney in Vancouver, British Columbia and ended up representing Nissan's legal affairs.

Manufacturing Vice President Bill Moeser resigned his position to become General Manager of Ford of Canada's Ontario Truck Plant in Oakville. Studebaker did not replace either Orr or Moeser. Only our Purchasing Vice President Ralph Wilson was left. Just more indications the end was near.

But the Corporation executives were smart. With all the turmoil generating, dealers were relinquishing their franchises everywhere, thus releasing Studebaker from much of its contingent liability. In the days leading up to March 4th 1966, about five of us in Canada were told to prepare for the end. Studebaker could now afford to quit manufacturing cars.

Those were a tough few days. On that fateful day in March, President Gordon Grundy had to tell the staff we would no longer build cars, while I had the unpleasant task of telling the media the sad story. And on March 17^h 1966, St. Patrick's Day, the last Studebaker rolled off the line. As you know, you can see it right here in the Studebaker National Museum in South Bend, where it all began.

On a personal note, following the close of Studebaker in 1966, my department associate, Lillian Morris, and I joined forces to establish Chapman Mon-is Advertising Limited in

Hamilton, Ontario. Interestingly, our first client was Studebaker and we prepared advertising nationally for the sale of its several properties. Our original client base developed significantly through our Studebaker contacts. Clients like Borg-Wamer's York Heating and Air Conditioning and Worthington's Climatrol Air Coils. We sold the Chapman Morris firm at the end of 1996 since retirement was beckoning, which of course would allow more time for my Studebaker interests.

So here we are today, 50 years later, and Studebaker is still very much alive. The Studebaker Drivers Club boasts nearly 12,000 members in over 40 countries in the world, and is probably the largest automobile club in the world for a single marque. Studebakers are still relatively easy to collect and restore, thanks to the many enterprising Studebaker parts vendors we have among us.

Having been one of the original Board members of our Museum, I am proud to continue to represent the marque as a Life Trustee. I also cherish the fact I was able to serve SDC as its International President from 1984 through 1986-

An interesting sidebar to my story involves Mercedes-Benz. Even though this company was an integral part of Studebaker for seven years, it has no presence in the Studebaker National Museum. You may know that in 2015, AM General Corporation, South Bend/Mishawaka manufacturers of the military HUMVEE vehicle, received a contract from Mercedes-Benz of North America to build their "R" Class SUV for export to the Orient. So Mercedes-Benz returns home to where it was part of our family many years ago. I might add that AM General is a staunch financial supporter of the Studebaker National Museum.

For me, Studebaker has been an integral part of my life for fifty-three years, and hopefully will continue to be for a few more years yet. Just seven years ago, I was convinced by a couple of media friends that I just had to put these memories in print. As a result, My Father The Car: Memoirs of my life with Studebaker, was published and is available here in the Studebaker National Museum. I believe that the Museum's supply have been signed by me but I would be happy to personalize any copies you may wish to purchase.

So here we are today. Fifty years since the last car came off the line. Just where has the time gone?

Thank you so much for your attention. I would be happy to answer any questions you might have.

The Indian River AACA Car Show

By Frank Ambrogio

Larry Golub represented the *Orlando Area Chapter* at the 39th Annual AACA Antique Auto Show held on March 19, 2016 at Riverside Park in Vero Beach. The car of choice for this year's event was intended to be his 1964 Avanti.

I woke up around 4:00 A.M. and decided I just wasn't going to fall asleep again. This gave me plenty of time to get ready and I left for Larry's a little after 7:00. There was more traffic than I expected for an early Saturday morning, but I arrived at our agreed upon time of 7:30.

Larry was already outside hosing down the 1975 Avanti II which he bought new and still drives daily. He had planned to drive the 1964 Studebaker Avanti, but the weather forecast called for possible heavy rain later in the afternoon. He decided he'd rather take the *modern* car under those conditions instead of the antique. The eleven year newer car was up to the task and we were on our way about ten minutes before eight.

The two and a half hour drive went well and we had plenty of time to chat. It is strange to realize that this is the third show I've gone to with Larry since I sold my cars less than a year ago. That is more shows than I attended in the previous year. My only venture to the show field in 2015 was to the AACA show in Lake Helen in which *North Central Florida Chapter* members John & Pat Meinelt, are heavily involved. By the time the State Meet came around in the Fall, both cars had made the respective trips to their new homes. Through my 1956 Golden Hawk Owners Register, I still keep in touch with both new owners and I know the cars have gone to good homes.



Larry & George standing by their Avantis

The cars drew a lot of visitors and kept Larry and George conducting classes on Avanti history. One person asked if the Avantis were made in Canada. That's one of the few places where they were not built. Through the years, besides South Bend, Avantis were produced in Youngstown, Ohio, Villa Rica, Georgia, and Cancun, Mexico, but not Canada. As far as I could tell, these were the only Studebaker related vehicles at the show.

We arrived around 10:20, registered, and parked next to George & Doris Perry's 1983 Avanti. George and Doris spend several months in Florida during the winter and the rest of the year in Vermont. The two owners and their cars represent two opposite philosophies. Larry likes to keep everything authentic and original, while George admitted, "I'm a modifier." There was no conflict though, as the hobby has plenty of room for everyone to enjoy as they see fit.



We only got to look at a fraction of the cars which were being decorated with that neat yellow stuff called pollen. George's car was covered with the stuff and he told me that he'd only been there half an hour. After cleaning it off once, he gave up. It was impossible to keep up. Mother Nature had the advantage on this day. The pollen washed away when some light sprinkles began to fall about an hour or so later, which caused everyone make their own adjustments. It wasn't a hard rain, but it didn't do much good for the french fries I had bought only a few minutes. I would have preferred ketchup!

Larry and I were both intrigued by a 1958 Messerschmidt KR200. This car had two wheels in the front and one in the rear. I'm not sure if another one was in the trunk, or even if there was a trunk! Inside was a single seat in the center between the doors with a bench type seat behind. The rear seat looked wide enough for two people, who undoubtedly would have become *very close* friends on any trip over 5 miles.



This photo is very similar to the one at the show



Typical interior of the Messerschmidt

The little "M" car could achieve up to 87 MPG, and the owner told us an interesting story. It seems there are four forward speeds on the shift handle, all in a line. With two sets of contact breaker points, to reverse the KR200, the engine was stopped, and then restarted, going backwards. Whether intentionally or not, this was achieved by pushing the key further into the ignition switch than normal. The same four gear ratios were available in reverse as in the forward movement thanks to the positive-stop transmission. He said that, "*a person could actually drive in reverse at 50 MPH, if he were crazy!*"

Rain came and went several times, but never a real downpour. We met a couple of former *Orlando Area Chapter* members, Jim Ricciardi and Doug Gleim and reminisced with them for over half an hour. It was good to see both of them again. Those were the only familiar faces I saw at this show. Riverside Park provides a very nice setting for a car show with grass and plenty of trees to provide shade (and pollen).

Around 2:00 PM we decided to eat. We left the grounds and drove a few blocks to a nice restaurant right on the ocean. While there, the rains came down in proverbial buckets, but we were nice and dry. Afterwards, we headed for home. We ran through a couple of good rains and Larry felt good about his choice of transportation. I arrived home around 6:00 and was happy to be there after a long day. It was a great show and I'm glad I got the invitation. If I end up going again next year, I'll bring a plastic bag for my fries!



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

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.

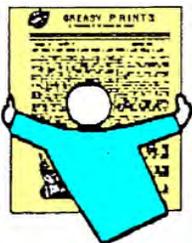
Meetings are held monthly or as noted in the newsletter and are open to all members and prospective members. Family membership dues are payable on October 1st of each year. See the membership registration for more information on our dues policy.

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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ORLANDO AREA CHAPTER - SDC
CHARLIE STEFFY
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GREASY PRINTS

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Orlando Area Chapter - Studebaker Drivers Club
Web: <http://clubs.hemmings.com/oac>

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

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From The President

By Dick Langlotz



Due to the advancing age of our membership, death of some key players and the lack of interest shown by those members who remain, the OAC Board has decided that serving as host for the 2017 State Meet is not a viable option. This was not an easy decision, but we feel it is the right one. Our fellow Studebaker friends deserve a meet that is up to the standards of previous meets, and we know we simply cannot meet those expectations. Hopefully another Florida chapter will step up and serve as host for 2017.

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

July 31st, August 28th, September 25th

- The following article is reprinted from the Sunday January 31, 2016 issue of the South Bend Tribune. Our thanks to reporter Margaret Fosmoe for the great story!



Posted on Jan 31, 2016

by [Margaret Fosmoe](#)

SOUTH BEND — The Studebaker Electric Fountain stood as a proud city landmark more than a century ago, its twinkling lights illuminating cast-iron maidens, cherubs, dolphins and turtles that spurted streams of water.

Crowds cheered the fountain when it was unveiled, then turned it into a community gathering place.

The fountain was supposed to stand for generations. But it lasted well short of that mark, falling into disrepair and then disappearing from public view for nearly 70 years.

Pieces of the fountain resurfaced in 2009 in, of all places, a backyard near Osceola. Rusty and disassembled, they were donated to The History Museum in South Bend.

Now, 110 years after its dedication in a grand public ceremony, the fountain may be restored to working order and returned to its original location in Howard Park. The waters may flow again and the lights may shine again.

And in a modern twist, colored lights on the Victorian era fountain could be linked to a more contemporary civic landmark: South Bend River Lights, the interactive light sculpture that illuminates the nearby Jefferson Boulevard Bridge and the St. Joseph River dam.

The fountain restoration project likely would cost \$475,000 to \$625,000, to be paid for through a private fundraising drive and grants.

“We’ve got a lot of people who are interested in this,” said Brandon Anderson, deputy executive director of The History Museum.

He's chair of a committee of about 20 community residents who are proposing that the fountain be restored to public use in Howard Park. They are drawing up a formal proposal to present to the city's parks board in hopes of eventually launching a fundraising drive.

For now, the remaining fountain pieces sit in a storage facility.

The fountain was dedicated on July 21, 1906, in Howard Park before a crowd of thousands of local residents. It was a gift to the city by John M. Studebaker, co-founder and president of the Studebaker wagon, carriage and automobile company.

The fountain stood in a large basin made of molded concrete. In the basin were figures of eight turtles and four cherubs riding dolphins, each spurting streams of water. Below were figures of boys and swans. The crowning figure was a woman holding a small vase from which water spurted, and the middle section showed classical female figures.

"Colored incandescent lamps stud the rims of each basin, producing a magnificent effect when turned on at night, reflecting their glow on the shimmering water," the South Bend Times reported in 1906.

The fountain stood about 28 feet high, with the bottom concrete basin about 34 feet in diameter.

But the fountain lasted only 35 years. By 1941, it was crumbling and the city parks department decided to dismantle and scrap it.

The fountain then went missing for 68 years. The few people who remembered it thought it had been melted down as scrap.

But the top two-thirds of it came into the possession of a local family, who displayed it during the 1950s at a miniature golf course along U.S. 20 in what is now part of Mishawaka.

In about 1960, it was moved to the backyard of the home of John and Mary Seiler along the St. Joseph River near Osceola, where it stood until 2009. The Seiler children donated the pieces to The History Museum in 2009, after their parents died and the house was to be sold. The donors didn't know the fountain's history.

In late 2014, Jeff Horvath, chairman of WESCO Fountains Inc., of North Venice, Fla., came to South Bend to examine the fountain. Horvath has been working on fountains new and old for more than 30 years. A native of South Bend who grew up in Edwardsburg, Horvath volunteered to assess the condition of the Studebaker fountain remnants.

Horvath deemed the remaining pieces in very good condition for being more than 100 years old. At no charge, his firm produced a comprehensive report on what it would require to restore the existing fountain pieces, cast new pieces to replace the missing sections and return the fountain to working order with a modern-day water piping and filtration system.

The fountain cost \$10,000 when new and was made by J.L. Mott Ironworks Co. of New York, which closed in the 1930s. Most of the company's molds still exist and are owned by Robinson Iron Corp. of Alexander City, Ala. Anderson said he's been in touch with the Robinson firm, and been told the company could recast the missing fountain pieces. The missing pieces include the largest basin, the boy and bird figures, one cherub and several of the turtles.

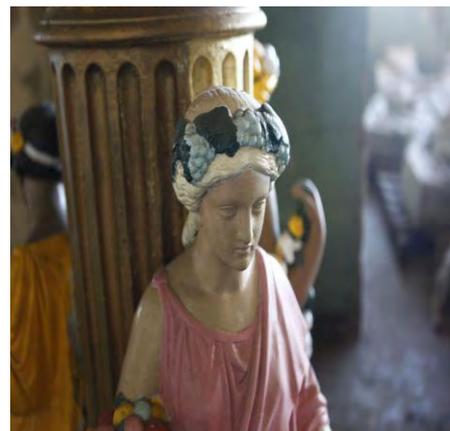
Horvath's bottom-line conclusion: The fountain could be restored to its former glory.

And if the fountain is restored, its lights might be linked and coordinated with the nearby interactive River Lights sculpture, Anderson said.

Aaron Perri, who this month became South Bend's director of Parks and Recreation, is aware of the fountain proposal, which at some point will come before the parks board for discussion and a public hearing. In an email, Perri said he's supportive of the fountain group's efforts and wants to hear more about the plan.

A fountain with electric lights would have been quite a novelty for people in 1906, when most houses were still lit by gas lights or oil lamps, said committee member Todd Zeiger, director of the northern regional office of Indiana Landmarks Inc. He'd like the city to explore the idea of creating a splash pad or some other active water feature for local residents to use near the Studebaker Fountain.

"To return it to its rightful place," he said, "just seems fitting."



Board Meeting Minutes

June 26, 2016

Submitted by Frank Ambrogio - Secretary

The Orlando Area Chapter Board of Directors met during the monthly breakfast held on June 26, 2016 at TooJay's Deli in Lake Mary at 8:00 A.M. Present were Dick Langlotz, Charlie Steffy, Bob Coolidge and me. John Gormican did not attend. Also present was former member Roger Ramsier.

There were just two topics for discussion: The Chapter dues for 2017, and the State Meet for 2017.

Chapter Dues:

The Board decided that for 2017, the OAC would offer free membership to anyone who would be willing to accept the newsletter electronically. At present, Charlie stated that he only sent three newsletters by mail. The remainder have been sent by Email for the past four years. Since the only major expense to the Chapter is for the newsletter, offering free membership to those who cost the Chapter nothing, seemed like a logical approach.

The dues for members who elect to receive the newsletter by mail will continue to cover the Chapter's mailing cost, by paying \$10.00 per year, as has been the case since our inception in 1983. This change will be effective with the next renewal period. Members will still need to renew to indicate their newsletter reception preference, and remit the appropriate payment. All renewals are due by October 1, 2016. Renewal forms will be sent to each member individually by separate mailing and/or printed in the newsletter.

State Meet:

The Board members had a lengthy discussion regarding the State Meet for 2017. Following the Meet schedule for the past 15 years or so, it would be the *Orlando Area Chapter's* turn to serve as host for the Meet next year. After reviewing the roster and trying to assess the amount of help we would have, it was reluctantly decided that we simply do not have the resources to serve as host for a State Meet. At this time it is felt that the best course of action would be to opt out (*See the President's message regarding the Board's decision on page 1*).

The Board members also decided to conduct further discussions

regarding the State Meet to determine if some alternative plan could be developed. The Board is *most* interested in the reaction from our members, as well as other individuals from around the state. Additional information will be printed in subsequent issues of the newsletter.

So what does this mean to you as a member?

If you choose to receive Greasy Prints electronically, you no longer have to pay dues. If you choose to receive a paper copy in the mail, you must continue to send \$10 per year to our Membership Secretary Bob Coolidge. A renewal form will be in the next issue!

39th Annual Florida State Studebaker Meet

Hosted by the Big Bend Chapter, Studebaker Drivers Club

November 4 through 6, 2016

Magnuson Hotel at Wildwood Golf Resort, 3896 Coastal Highway, Crawfordville, FL 32327

Studebaker rate \$69 per night. Call the hotel at 850-926-4455 for room reservations.

Name _____

Address _____

Phone _____

Email _____

SDC Chapter _____

Each family must register to participate in the meet. General registration is \$20 prior to October 15, 2016. Late registration is \$25. Judged vehicle is \$10 and \$5 for each additional judged vehicle. No charge for display (indicate 'display' below by \$ sign). No charge for vending. Send additional vending info with completed registration form.

General Meet Registration \$20 (\$25 after October 15, 2016) \$ _____

Vehicle 1 Year _____ Model _____ \$ _____

Vehicle 2 Year _____ Model _____ \$ _____

FREE Hospitality Food Friday & Lunch Saturday. Awards Ceremony & Banquet Saturday evening will feature seafood (grilled and fried grouper, shrimp, oysters & scallops) and baked & fried chicken. Price is \$32 per adult, \$16 child under 12.

Banquet: # Adults _____ # Children under 12 _____ \$ _____

TOTAL \$ _____

Make check payable to Big Bend Studebaker Club and mail to:
George Klutkowski, 62 Autumn Woods Way, Crawfordville, FL 32327
Please direct questions to George Klutkowski at 850-309-0602
or email gstudebaker@juno.com

DISCLAIMER: I agree to abide by all the rules of the meet and release the Big Bend Chapter, SDC from all liability for any damage, injury or loss of property or person that may occur at this event.

Signature (required) Date

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

Information about our parent club and our chapter

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President Tom Curtis
Vice President Don Cox
Secretary Nita Ketchum
Treasurer Jane Stinson
Editors Ann Turner
Board Member Lanny McNabb
Zone Coordinator Phillip Brown
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**

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





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OCTOBER 15, 1983
CHARTERED



JUNE 19, 1984

Volume 34 Number 5

September October 2016

From The President
By Dick Langlotz



So much Studebaker fun in the coming weeks!
Are you ready???

International Drive Your Studebaker Day...September 10th!!

November 4-6 2016 Florida State Meet in Crawfordville FL
Hosted by the Big Bend Chapter SDC
For information, email gstudebaker@gmail.com

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

September 25th, October 30th, November 27th

Jerry Ray 1941 - 2016 From Frank Ambrogio

Former Orlando Area Chapter member Jerry Ray passed away on Sunday June 26 in Texas. His son Charlie called to give me the sad news. Jerry suffered a heart attack while doing yard work. A neighbor spotted him lying on the ground and called 911. He was rushed to the hospital where he later died with his family by his side.

Apparently Jerry had some heart issues over the past year or two receiving a stent earlier in the year, and suffered a mild stroke a few months later. The doctors recommended open heart surgery, but Jerry refused.

Jerry and the late Becky Ray were members of our chapter from 1995 till 2004 when they moved back to Texas. We kept in touch through email and lengthy phone conversations. Jerry and Becky were very active in our chapter providing tremendous help for our very successful State Meet in 2002. We attended many cruises and car shows during those 10 years, and enjoyed going to movies and dining out together. They were a fun couple who would be ready at the drop of a hat to meet us somewhere for anything from ice cream to a several hour drive to check out some Studebaker treasure trove.

Jerry and I did a lot of work on our cars together. We also made many trips to the Cade pole barn to rummage through the derelict Studebakers scattered in the adjacent field. We would remove items such as bumper bolts, grill emblems, door handles, etc., and bring them to Stephen. Stephen would see if there was anything worthy of keeping for resale and sell us the remainder for next to nothing. This worked out well for both of us as it wasn't worth Stephen's effort to pay someone to remove a part and then try to sell it. We took care of that for him, and we sold the remaining parts on Ebay.

This worked out the best for me as Jerry usually drove, would remove the majority of the parts, list the items on Ebay, collect the money, take care of the mailing, and split the profit with me. My only contribution was the few pints of blood I donated to the mosquito population that protected the rusty hulks in the field. For some reason they left Jerry alone, and headed straight for the skinny guy. I guess even mosquitos can be connoisseurs!

The Ray's departure left a big hole in our chapter and for Anita & me personally. I was so sorry to hear that both of them passed away in the past year or so. They are gone, hopefully to a better place, but the memories of the great times we shared will stay with us.

Jerry Shelton 1940-2016 From Frank Ambrogio

Long time Orlando Area Chapter member Jerry Shelton passed away on Sunday August 1 in St. Cloud. I got a call from son Jeremy who delivered the sad news. Jerry had been suffering for quite a few years with lung and breathing problems.

The Sheltons joined our newly formed chapter in December 1983, at our 3rd meeting held at the home of Richard and Lucille Green. They owned a very nice two tone 1955 President 2 door coupe and became very active in our chapter over the next 8-10 years. Once they moved from Ocoee to St. Cloud, however their participation was less frequent. The long distance and trying to settle into their new home made it difficult to get together.

We did quite a few car related things together including spending a lot of time enjoying the SDC International meets till around 1992. Along with Anita and Cindi, the four of us always shared a lot of laughs, dinners, car ogling, and tire kicking. The national meets were never as much fun once they stopped attending.

One thing I will never forget happened at the SDC meet in South Bend around 1988. We were all staying at the same motel and on one occasion, Jerry came running in laughing and telling me to come outside with him. Once outside, he pointed out a rather big man wearing a dress, getting out of a car. We tried not to stare, but it wasn't easy, and Jerry just couldn't stop snickering. Made it hard for me to keep a straight face as I tried to look without being obvious. I'm glad we didn't get caught looking because she could have crushed us both. That dress did fit him nicely, but the bald head gave it away!! I've often wondered if his wife looked as good!

The four of us also did a lot of socializing together whenever we could. We even went bowling once. It was the first time I bowled since we moved here from Jacksonville about 5 years earlier. We were all pretty bad. I think everyone was glad to see us finish our final game and leave. Despite our woeful scores, we had a wonderful time.

In the early 1990s I went with Jerry to pick up a 1957 Golden Hawk he bought from a guy named LeRoy Warren from around the Vero Beach area. I believe we were on the Turnpike and Jerry was following me in the Hawk on our way back home. Suddenly the upper radiator hose blew and he was forced to the side of the road. Could have used a few gallons of water, but didn't have any. It was a good drive to the next exit, and I remember joking, but a little annoyed that the auto parts store had a part for a customer with a Toyota, but didn't have one for the Studebaker guys. What had the country come to? We eventually got a flexible hose, and several gallons of water, swapped it out and made it back home. That car was later restored by Lambert Eulenfeld of Jacksonville and won first place at the 1997 State Meet near Gainesville.

Our condolences to Cindi, son Jeremy, daughter Katie, and the rest of the Shelton family.

Travels in the 1941 Commander.... By Charlie Steffy

This summer I had the opportunity to take the trusty 1941 Commander Skyway on two AACA tours, one week to Salisbury NC in June for the Sentimental Tour and then another week in Huntingdon PA for the Founder's Tour in July. For those of you not familiar with the touring side of the Antique Automobile Club of America, this national organization holds a half dozen tours each year around the country. Some are 3-4 day Divisional Tours, then there is the Reliability Tour for cars up to 1915, Vintage Tour for cars up to 1928, Glidden Tour for cars up to 1942, Sentimental Tours for cars 1928-1958 and finally the Founder's Tour for "modern" antiques up to 25 years old.

The 1941 is so comfortable and so reliable that I chose it over a more "modern" antique for the Founder's Tour. One of the high points of the Salisbury NS tour was a stop at the North Carolina Museum of Transportation. Not just for automobiles, but bicycles, airplanes and trains were all displayed in the old train yard with one of the biggest round houses I have ever seen. And as luck would have it, the crew was doing maintenance on one of the last steam engines still in operation. No, not a Lowey designed GG1. But one amazing and huge streamlined piece of railroad history! The tender was almost as long as a box car and the water tank held 22,000 gallons of water. That is as much as a decent seized swimming pool. And guess how far that much water will last? Just over 120 miles! NC has some of the nicest people and most scenic back roads in all of the US. It was a great week with good friends and about 1500 trouble free miles.

The second tour was equally as much fun! Huntingdon, PA, like Salisbury NC, grew because of the railroads. There are many beautiful large homes in downtown Huntingdon that are being restored. So nice to see properties put back to their original grandeur instead of being chopped up into apartments. A highlight of the Founder's tour was a stop at the Swigart Museum...the oldest car museum in America. Pat Swigart is a true car buff and is so cordial to share the cars and the stories with any and all who stop by. And she is quite a motorist herself. The very first AACA tour I did was the Glidden Tour in 2007. I had the trusty 1941 Commander and Pat chose to drive a 1933 Duesenberg roadster. Yes...DRIVE...a DUESENBERG! All week. In heels! And she is not the only member to have chosen to drive a Duesenberg on a week-long tour. Cars were meant to be driven! So do yourself a favor. Fire up your Studebaker and find a nice back road (trust me...there still are some in central Florida!). Roll the windows down, feel the breeze, and wave at folks when you stop at a red light. There is nothing like being behind the wheel of a Studebaker!!



Part of the amazing round house.



That is a full size caboose in one of the bays!



The mechanic taking a break from servicing this massive steam locomotive. Unbelievable in its sheer size!



Pat Swigart and your editor at the Swigart Museum in Huntingdon PA. The oldest car museum in the US!

The best place to be...behind the wheel of a Studebaker on a nice country road!!



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November December 2016

From The President
By Dick Langlotz



November 4-6 2016 Florida State Meet in Crawfordville FL
Hosted by the Big Bend Chapter SDC
For information, email gstudebaker@gmail.com

OAC Christmas Party!
Sunday December 11th 4 PM
Stonewood Grill Lake Mary.
Hope to see you there!

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

November 27th January 29th
No Breakfast on Christmas Day

Russ Rodriquez presents some interesting discussion on
the First Muscle Car. Click on the link to view the article
from the Historic Vehicle Association:

<https://www.historicvehicle.org/studebaker-first-muscle-cars/>

Garbage - The New Gold Standard

By Frank Ambrogio



The common cold has been one ailment that has escaped a remedy since as long as I can remember. I remember as a youth thinking, if they could ever find a cure for the common cold, that same cure might also work for every other ailment known to man. Of course there are a myriad of products to help one get through a bout with the cold, but nothing has ever actually cured it. Wouldn't it be nice if something so simple could have such a profound effect on our everyday lives?

Something that is far less serious, yet certainly important to our everyday well being is the gasoline situation. Ever since the early 1970s, oil and its by-products have had a major effect on everything from food to medicine to clothing and beyond. The type of car we drive varies with the price of oil. Gas guzzler vehicle sales take a nose dive when oil prices rise substantially. From an automobile standpoint, gas mileage has become far more important today than it ever was in the past. Most surveys probably list fuel mileage among the top 3-4 issues that a buyer considers before making a purchase. Style, performance, and comfort have become less important to me as the cost to keep the car on the road becomes more and more critical.

Alternative fuels and power options have been in the forefront in recent years with hybrids, electrics, solar power, and natural gas being a few of the choices. Some of these have been successful and others have yet to be embraced by the driving population as a whole. The Toyota Prius leads the hybrid category but some of the other options haven't produced a clear cut favorite. In the electric car category, probably the Tesla has achieved the best success in terms of mileage with one Roadster owner reporting driving 313 miles on 1 charge. By contrast, the Nissan Leaf, if you can believe the advertisements, can go near 90 miles on 1 charge. However the choice is not so simple as the two seat Tesla Roadster has a base price of about \$109,000 in the United States. A mid-size Nissan Leaf will cost its new owner around \$35,000 before the Federal Tax Credit. Do you want to spend less, drive less, and carry more with the Leaf? Or do you want to spend more, drive more, and carry less with the Roadster?



The Tesla Model S, a four door hatchback, however changed the dynamics considerably. Prices for the different models range from about \$58,000 to over \$100,000, but the power and efficiency, as well as the driving range gives some hope to the future of electrics. Tesla offers three battery packs of 40-kW-hr, 60-kW-hr, and 85-kW-hr which Tesla claims will provide ranges of 140, 200, and 265 miles, respectively. The latter version offers 362 hp while a performance version bumps that number to 416 hp.

Solar power isn't exactly what the name implies as it still involves a battery. Basically, solar powered vehicles are still electric vehicles and the battery needs some method of recharging. Of course, an internal combustion gasoline or equivalent engine can do the trick but this still must rely on external factors. On-board solar panels would be the ideal situation, however the technology to seat four people and travel at 65+ MPH is still in its infancy. Providing enough

energy to allow a driver to be on the road for any length would require very large sized solar panels which would not fit on the roof of a car.



Some years ago, it was decided that we should run our cars on fuel known as gasohol, a fuel consisting of a blend of ethyl alcohol and unleaded gasoline, especially a blend of 10 percent ethanol and 90 percent gasoline. The ethanol is obtained by the fermentation and subsequent distillation of sugar cane, maize, or potatoes. Gasohol has a high octane rating and produces lower levels of pollutants than ordinary gasoline.

It also has the effect of decreasing gas mileage mostly offsetting the amount of gasoline saved. E85, (85 percent ethanol, 15 percent gasoline) is another alternative supposedly offering a reduction in greenhouse gas (carbon dioxide) emissions? However some tests showed that E85 reduces fuel efficiency by 20%-25%. I'm going to assume that someone has determined that this higher fuel consumption does not offset some or most of the pollutants reduction. As you can see, there is no easy answer. The goal should be to find a new power source that reduces emissions and oil consumption while powering our vehicles, even older ones without modification, in the manner for which they were designed. I think the answer must be found elsewhere, as far as what we put in our car's tank is concerned. We have to steer our thought process for a new fuel, down a new avenue.

I think that new avenue is garbage! Think about it! Garbage is everywhere! Some of it is useless, *such as that which spews out of our politicians' mouths*. However, there is an overabundance of potentially useful garbage wherever you care to look. It's on the side of the road in the form of litter. It's in the kitchen and every bathroom or building. It's in that big can outside by the garage. A lot of it is in the sewer system after having been processed through the (strangely named) garbage disposal. I think I've heard stories of there being something called a landfill that might contain various sized mountains of it. This would be a virtual *Gold mine* for the country. The money generated could be used for education, road improvements, new parks, bike trails, and on and on.



If this process could be developed, it could eliminate or greatly reduce the need for oil. Gasoline stations would be replaced by garbage stations. When the process becomes fully functional and profitable, it could progress to the next level.

Imagine if you will, that each home would have replaced the under kitchen sink garbage disposal with a small, easily drained, mini garbage converter. This could be used for lawn mower, edger, blower, etc. Additionally, a large drum garbage processor could be located in the garage, carport, or other suitable location, with a hose and nozzle to transfer the new fuel to the car's tank. Everyone could produce some or all of the fuel they needed. *Garbage would become the new gold standard.*

Imagine again how our society and everyday life would change. Individuals could make their own fuel from the garbage they generate. If they generated more than needed they could sell the excess to combination convenience store garbage stations. The more garbage you could generate, the more money you could earn. Families would want more children and pets so they

could generate more garbage. Instead of being repulsed by all this nasty stuff, we would learn to embrace it.

Bank robbers would pass by the teller and bank vault, and head straight for the dumpster. Home invaders would forego the bedroom jewelry case or safe containing the cash, diamonds, and the Rolex, opting instead to clean out the bathroom waste baskets and garbage converter under the kitchen sink. Even the garage contents might provide a valuable cache, especially if it's owned by someone who likes to tinker.



Municipalities would no longer have the need to provide trash receptacles along the sidewalks, in the parks, or on the beaches. No one would use them as it would be like throwing money away. If a street person came up to you asking for a handout, you could give him the wrapper from your Snickers bar. He'd probably prefer the wrapper to the bar itself.

The possibilities for this *pollution free solution* are endless and limited only by our imagination. Think about it and write your state and/or city representative. We could have a new national slogan, *Going Green with Garbage!*



Excuse me! Are you finished with that banana peel?

DID YOU KNOW?

By Richard Dormois

Studebaker National Foundation Vice President

702-461-3679 1938studeman@earthlink.net

THE STUDEBAKER NATIONAL FOUNDATION has a fifteen hundred dollar scholarship waiting for a student in your family seeking a college degree in auto restoration or a related field. Go to tudebakernationalfoundation.org to learn how to apply. It is user friendly and your student can get consecutive scholarships.

THE STUDEBAKER NATIONAL FOUNDATION will grant funds to support special high school level automotive restoration classes where local funding is lacking.

THE STUDEBAKER NATIONAL FOUNDATION will help finance equipment at college level institutions offering curriculum in automotive restorations.

THE STUDEBAKER NATIONAL FOUNDATION will receive your museum quality Studebaker and place it in a museum in North America agreeing to never sell it unless at your direction.

Your family or Studebaker Chapter may support the STUDEBAKER NATIONAL

FOUNDATION with a cash donation, a scholarship donation in the name of a loved one or the donor or may stipulate a portion of your estate be awarded to the STUDEBAKER NATIONAL FOUNDATION.

THE STUDEBAKER NATIONAL FOUNDATION, chartered in 2004, is a non profit public benefit corporation qualifying your donations for tax benefits.

THE STUDEBAKER NATIONAL FOUNDATION supports and is supported by the Studebaker Drivers Club, the Studebaker National Museum, The Antique Studebaker Club and Avanti Owners Association International.

Do visit our website studebakernationalfoundation.org and take advantage of one or all of our programs and join us at our annual Board meeting at the DoubleTree Inn in South Bend, Indiana, May 4, 2017.

NOW YOU KNOW

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