



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>
Email: oacsdc@gmail.com

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

Volume 35 Number 1

January February 2017



Upcoming Studebaker Events:

The 44th and Final All Studebaker Swap Meet
sponsored by the Keystone Region Chapter
SDC at the York Fairgrounds, York, PA March 9-11

The Orlando Area Chapter will be hosting the 2017 Florida State Meet. It will be a different format from what has happened in the past but it is sure to be lots of fun. Stay tuned for details and if you would like to help, contact any of the officers!!

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

January 29th February 26th March 26th

39th Annual State Meet

From Frank Ambrogio



A grand total of 57 Studebakers were on display at the Magnuson Hotel at Wildwood Golf Resort in Crawfordville FL over the weekend of November 4-6, 2016.

The *Big Bend Chapter* served as the host for the second time in its short history. This year's event drew approximately 85 registrations with roughly 125 people attending the banquet.

Thirty-two of those cars went through the judging process and there were some beauties among them.



Parking was in front and along the side of the hotel. A car wash area was set up behind the hotel next to the pool house, with a full supply car wash supplies.



Behind the hotel I counted about 16 vehicles with trailers attached, on which whose owners I assume, hauled a Studebaker. The remaining Studebakers arrived by some other means, such as Studebaker power, FedEx, carrier pigeon, etc. No matter how they arrived, the main thing is they got there, and everyone had the chance to enjoy them.

Registration and hospitality were located in one large area which proved to be a convenient setup. There was a constant supply of things to eat and drink thanks to a great crew making sure every table was well stocked with food, refreshments, plates, glasses, utensils, etc. Adding extra pounds and/or inches to one's physical statistics was *easier done than said*.

This was a great gathering place with plenty of seating available. T-shirt sales were also handled in this same area and I understand a good many were sold. Basically, everything but the cars, was located in one area.

A continental breakfast was available on Saturday morning and I imagine everyone took advantage of that offering. If anyone left hungry, the hospitality room was open from 9 AM till 4 PM to help fill the void.



A lunch was included with the purchase of a banquet ticket. I attended the chapter presidents and editors meeting at noon, even though I don't hold either office. The discussion concerned future state meets. I stated that the *Orlando Area Chapter* could not put on a meet in the same format as the past since we simply do not have the personnel to accomplish all the required tasks. Except for the *North Central Florida Chapter*, the remaining chapters seem to face a similar situation.

I suggested that future state meets should be run using the resources of all the chapters in the state. The South Georgia Chapter would be included in our group. We formed a committee with representatives from most of the chapter, to develop a plan to see if we could accomplish this.

We have a lot of things on which to settle before we can make any real progress. I agreed to be the communications focal point and set up a message forum by which the committee members could correspond, while maintaining an easily accessible electronic communication trail. Unfortunately, we've already had some opposition in both direction and philosophy, so I'm not too encouraged about the committee's future, as well as the outlook for future state meets. We'll see how it goes.

I don't know how the judging was done, but it apparently went well and the awards were presented at the banquet which was held at the *Seineyard Restaurant* just across the parking lot. *This is the same setup as was done in 2010, but the walk seemed longer this year.* I don't think they moved any of the buildings so there must be another reason. Well, no matter as it was easily worth the trip. The banquet was handled expertly and there were very few if any, empty seats.



Dinner consisted of a seafood and chicken buffet and as far as I could tell, everyone enjoyed the offerings. Newly elected SE National Board Member Lanny McNabb gave an informative speech on happenings within *SDC*, and tried to answer as many questions as he could.

Lanny also received a few *suggestion* from the crowd that consisted of the all too familiar, ~~—*we*~~”, as in, “Maybe *we* should.....”, or “Why don't *we* I've heard this for over 30 years and the interpretation is always, “Maybe *you* should....”, or “Why don't *you*...”. So many suggestions, so few

volunteers! I have a suggestion of my own, until *we* actually do something to help, maybe *we* should turn off our brain's ignition and put our mouths in Park!!!! *Wow! I feel a lot better now!*

Most of the people in the audience gave Lanny a cordial reception and, I think Lanny handled himself extremely well. He didn't interrupt when a question was asked and gave intelligent answers while maintaining his composure. The Southeast Zone seems to be in very good hands.

Once the banquet ended, everyone headed back to the hotel for more visiting and checking out the cars again. We did the same before returning to our room to relax and prepare for the trip home. We didn't have any specific time of departure in mind for Sunday morning.

However, we both woke up a little before 5 AM and decided we needed *coffee*. Problem was, fresh stuff wouldn't be available in the lobby for another hour. Then we remembered that the switch from Eastern Daylight to Eastern Standard time had taken effect overnight, so it was only 4 O'clock. At that point we made coffee in our room, packed up our belongings, checked out, and were on the road by 5:15. With a few pit stops and breakfast, we got home a little after 10. Roughly 485 miles round trip. 240+ miles of somewhat bland highway driving each way, *but a lot of fun in between.*

I know that each of us is involved with the Studebaker craze for our own reasons. I would think the annual state meet would be some form of common denominator in which we would all would want to take part, with or without a Studebaker. Yet, with roughly 350 Florida *SDC* members, less than 25% made the trek.

Thanks to all the nice people in the *Big Bend chapter* for providing us such a great weekend.

Orlando Area Chapter Christmas Dinner - 2016

By Frank Ambrogio

December 11 was the date of our annual Christmas dinner and once again we met at *Stonewood Grill and Tavern* at International Parkway in Lake Mary. The staff had been misinformed thinking our dinner was cancelled. The confusion stemmed when Bob Coolidge who made the reservation, called Stonewood to inform them that he would not be able to attend. He specifically stated that the dinner was still set, but apparently, the person he spoke with heard something different.

The attendees consisted of Bob & Denise Stowell, Dave & Sharon Cramp, John & Joann Gormican, and Anita & me. I don't know the order of arrival because we were the last to arrive. However I did get the following story, but I can't remember who said it. I think it was Dave, but so many things were said that evening that I just can't remember all the details. Regardless of

who played what role, the story unfolded something like this:



When the first couple arrived, they were told of the cancellation. They decided to stay and were seated in the main dining area. When the second couple arrived, the host apparently realized the error and the four of them were moved to the private room that Bob had reserved.

We showed up fashionably late, some time after couple number three was seated. Everyone already had their beverage order filled, so we caught up with the liquid side of the menu, and collectively decided to wait for the remainder of the group to arrive. *Our wait was for naught, as the rest of our group came disguised as eight empty chairs.*

At roughly twenty minutes to five, we were convinced that our chapter *friends* had abandoned us and we placed our respective dinner orders. I can't speak for everyone, but our meal was very good and our servers were friendly and personable. Kevin, one of the chefs, came by to ask how things were and we all gave positive responses.

He said he was excited that we had chosen Stonewood for our dinner, and had hoped to see some Studebakers *out there*. As is more often than not, there were none. Thus we were unable to provide a suitable answer. My answer would have been that I no longer own one, but I didn't think that would have helped the cause. I felt like we had let him down, but that seems to be the way things are for the Studebaker crowd around Orlando.

I know we are supposed to be a *drivers club*, but I don't think the SDC founders had the vision to see 50+ years down the road. Expecting 70 and 80 year olds to be driving 60 and 70 year old cars on crowded avenues at night in today's crazy traffic doesn't fit in the lifestyle of many of us

anymore. The drivers club concept is a good one, but the prevailing situation forecasts a different reality. As an example, ten years ago we regularly had 5-10 Studebakers parked outside during our monthly breakfasts. Today, rarely is there even one. I drove mine to our breakfast for 30 years, but now all I can do is bring a photo *and/or some oil from the floor of my garage*.

On the flip side, the small crowd proved to be a nice alternative as we were all able to engage in a single group conversation versus several smaller side discussions. We didn't solve any of the world's problems, mostly because we avoided any discussion concerning politics and religion. Instead we talked about more interesting subjects mostly involving Studebaker.

Denise stated she and Bob visited The Tallahassee Automobile Museum at the end of the state meet. One of the cars on display was a 1948 Tucker, commonly referred to as the Tucker Torpedo. John told us he was in South Florida in 1952 at a place that had two Tuckers, and he drove one of them. He said it wasn't that big a deal since the car was only 4 years old at the time. John kept us entertained with many bits of little known trivia about various car brands and models, as well as some famous historical figures.

Somewhere in the neighborhood of six O'clock, we wished each other a Merry Christmas, and went our separate ways. Later that evening Bob Coolidge called and told his reason for missing the dinner. It was certainly a valid excuse, but if it needs to be explained, I'll leave that up to Bob. I can say that as traumatic as it was for Bob, I am glad it wasn't something more serious.

So another Christmas dinner has come and gone for the *Orlando Area Chapter*. Though not as well attended as it was years ago when 25-35 attended, it is nice to know that some of us can still get together and enjoy each others' company at a more cheerful time of the year.

The Tallahassee Automobile Museum



From the web site: The Tallahassee Automobile Museum <http://tacm.com/> opened to the public in May 1996. Our museum was born of DeVoe Moore's need for a project and the red-tape of government environmental permitting inhibiting his ability to build new buildings! Since the building for the original museum site was already permitted, he put his energy

into developing a facility to house his small collection of 15 automobiles. DeVoe always thought of automobiles as works of art and decided a museum was a worthy project where he could share his love with the public --especially young people.

In addition to the Tucker, the *stunt double* Studebaker that was used in the 1988 movie, *Tucker, The Man and His Dream*, was also at that museum. This car was used during filming of a crash scene. The Studebaker took the damage by rolling over on the test track, while the rare Tucker was spared. Matthew Burnette took a photo of the car and posted it on the SDC Forum.



I wish I had known about the museum. It would have been fun to see it, especially with Bob & Denise instead of leaving at 5:00 AM.

I read somewhere that originally the Tucker was supposed to cost \$1400, but ended up being around \$4000 in 1948. One report shows that a Tucker sold at a Barrett-Jackson auction for \$2.65 million in 2012. Prior to the 1988 movie, prices for Tuckers were fairly reasonable, but afterwards the values continued to climb. According to Hagerty Insurance, nice examples are now running between high six figures to near \$2 million.

Tucker Replicas

A few Tucker replicas were built by *Ida Automotive* of Morganville NJ www.idaautomotive.com/. Checking the Internet, I found that *—ni 1997, Rob Ida Automotive started work on a replica of the Tucker '48 Sedan, which culminated in the release and marketing of the 2001 Ida Automotive New Tucker '48. This replica faithfully recreates the Tucker's external bodywork, but is built on a hotrod chassis with resin-infused plastic body panels. The paint and wheels reflect modern hotrod styling, and the interior is fully modern. It is powered by a mid-mounted Cadillac Northstar V8. Claimed performance is 0–60 in 7 seconds, with a top speed in excess of 120 mph.*

And from a *New Jersey Monthly* report from July 2011: *—Bob Ida, 66, and his son, Rob, 38, have been building Tucker replicas since 2001. They create their Tuckers using a mold based in part on a tiny Franklin Mint model. —W pull the dimensions off that and scale it up to full size,” explains Rob, who joined his father’s auto-design- and-restoration business in 1990.* *—T create the Tucker replicas, body panels are molded from resin-infused composite—a kind of plastic. Bumpers are hammered out of sheet metal, and mechanical parts are fabricated right in the shop. Modern Cadillac engines and transmissions are used—hardly an issue for purists, since Tucker used borrowed drive trains for his cars.” Claimed performance is 0–60 in 7 seconds, with a top speed in excess of 120 mph*



About 10 years ago, I saw a Tucker Replica, which I assume was built by *Ida Automotive*. I don't remember where I saw it, but I think it was out west during one of the Studebaker International Meets.

Sitting quietly among all the modern iron, it drew quite a crowd. I suspected it was not an original, but I've only seen three Tuckers in my life, so I wasn't sure until I spoke with some of the others admiring the car.



NOTE: Anita and I saw Preston Tucker's home in Ypsilanti, Michigan about 5 years ago

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

Information about our parent club and chapter

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Vice President Don Cox
Secretary Cindy Foust
Treasurer Jane Stinson
Editors Ann Turner
Board Member Lanny McNabb
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Bob Coolidge

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DeLand, FL 32724-7425

Bob Coolidge, 386-736-1016, trnstrtrk@bellsouth.net

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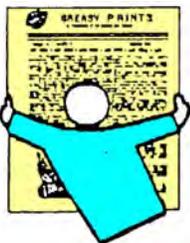
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March April 2017

**OAC/SDC Monthly breakfasts TooJay's Deli
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March 26th April 30th May 28th

This issue is a bit lighter than usual. Had it not been for information forwarded to me from the Editors of Turning Wheels and the Cars for Sale information forwarded to me by two of our most active members, there would be absolutely nothing to report in this issue.

Here is the deal folks...this is YOUR Club. This is YOUR Newsletter. If you don't care about it, why should anyone else. You have two full months to send SOMETHING about you, your cars, mechanical advice, cars or parts for sale, Studebakers spotted anywhere, trips you have taken in your Studebaker trips you want to take in your Studebaker...anything. In this case, no news is NOT good news!

RE-PLANT

Adrian Smith + Gordon Gill will transform former Studebaker factory in South Bend, Indiana into tech hub

By [MATTHEW MESSNER \(@MESSNERMATTHEW\)](#) • February 14, 2017

The former Studebaker car plant in South Bend, [Indiana](#), is undergoing a complete transformation. At nearly a century old, the complex will be reborn as a major technology hub for the entire Midwest. Working on the design is Chicago-based [Adrian Smith + Gordon Gill Architecture](#) (AS+GG).

Dubbed the [Renaissance District](#), the project broke ground nearly two years ago, with the first phase expected to be completed by this summer. The project is so large that companies have already moved into portions of the former plant. When completed the complex will include a 150,000-square-foot data center, a 230,000-square-foot workspace platform with commercial, incubator, and educational space, a 58,000-square-foot education center with classrooms, learning center, and auditorium, a 88,000-square-foot commerce platform with a fitness center, daycare, retail, and food services, and 100,000 square feet of housing.

The large north section of the complex was designed by Detroit-based [Albert Kahn](#) in 1923. The six-story reinforced concrete structure was state of the art at the time, designed to host an automobile assembly line. While the process of building cars was generally linear, the AS+GG's design will enable to the multi-directional, multi-discipline approach of today's technology industry.

The housing in the project will take the form of a long-term hotel and serviced apartments that groups or organizations can rent for weeks, months, or years, depending on their needs. Both the housing portion and commercial portions of the project will include landscaped green roofs and terraces. A large courtyard will also provide outdoor gathering space on the east end of the project. This landscaped courtyard will act as the center of the project for workers and visitors. A 200-seat auditorium will "float" above the east courtyard.

The hope is that the project will act as an example for a post-industrial city looking to address economic and development issues on complex sites.

Click on this link to see how it will all turn out. Good luck to these ambitious men!

<https://archpaper.com/2017/02/studebaker-factory-south-bend/#gallery-0-slide-0>

Odds "N" Ends

Finagle Law of Information

- 1 -The information that you have is not the information that you want.
- 2 - The information you want is not the information what you need.
- 3 - The information need is not what you can obtain.
- 4 - The information you can get costs more than you want to pay..

Franklin's Law

Blessed is he that expects nothing, for he shall not be disappointed.

Nations, Law Of

In an undeveloped country, don't drink the water.
In a developed country, don't breathe the air..

Newton's Little Known Seventh Law

A bird in the hand is safer than two overhead.

Rosenbaum's Rule

The easiest way to find something lost around the house is to buy a replacement.

Car care with vinegar

- * To remove tough stains: Rub gently with vinegar, then wash.
- * To remove decals: Brush on vinegar, let it soak in, then wash.
- * To dissolve rust on nuts and bolts or other metal: Soak in full strength vinegar.
- * To keep windows frost free: Coat the windows the night before with a solution of three parts vinegar to one part of water.
- * To remove smoke odor from a car: Add one quarter cup of vinegar to five gallons of hot water. Set solution in the car overnight.
- * To clean stainless steel: Wipe with vinegar dampened cloth.
- * To clean car glass: Spray windows with vinegar and wipe dry with soft clean cloth.

Definitions with a twist

- * Efficiency expert: A guy smart enough to run your business and too smart to start his own.
- * Sweater: Garment worn by a child when his mother feels chilly.
- * Psychology: The science that tell you what you already knew in word that you can't understand.
- * Petition: A list of people who didn't have the nerve to say "NO."

- * Hildebrandt's Plotting principle: If you don't know where you are going, any road will take you there.

Why Didn't I Think Of That

Some years ago, there was a TV program , "Why Didn't I Think Of That" It featured new inventions. On one of the shows, it showed an invention, a urine activated battery. For the most of us, never in our wildest dreams would we conceive such an idea, but someone has . . .

Picture this, now --- A beer guzzler would have an ample of the necessary commodity to activate such a battery. Taking this one step further down the road, the police would pull the car over to the curb after the driver had a few beers too many. The driver, though somewhat unsteady, will try to convince the officer that he really needed the beer in case the battery went dead. Recycling beer --- such an novel idea to utilize it.

It's A Dog's Life

In Calgary, Alberta, there once was a dog named "Nugget." This dog had a "Habit" and a heart. The habit that he had was drug abuse and drinking beer with his owner, Deborah. Both were attending the AA Meetings. At times, Nugget would attend by himself. When doing so, he would kneel on the floor during the sobriety prayers.

Many a night, the dog would stay with the addicts through their difficult times. One alcoholic said that when he was feeling really tough, Nuggets would scratch on his door to be let in to keep him company and when he was sick, the dog would be there too.

The dog's affection was not only for a chosen few, but had a love for everybody and had a sixth sense for everyone in need. He would spend the night sleeping in a room with someone with bad withdrawals. Within a year, the dog and his owner had overcome the problem of alcohol and drug abuse.

Unfortunately though, the dog was struck and killed by a car just shortly after he had managed to "kick" his habit. Nuggets is sadly missed by those whose lives he had touched.

- * Happiness is being with those who care.

And now for something new....two Studebaker owners are looking to sell their vintage Studebakers. Email me if you would like the full information. Chas1963@hotmail.com



My name is Dave Sutton. I live in the Orlando area, and am the owner of a 1964 GT Hawk. I am the second owner, and have had the car since 2009. I am also a member of the Drivers' Club, but haven't really participated in any functions in this area.

I am considering selling the car in the near future. I'm just not getting out there, showing the car, and participating in Studebaker activities as much as I once anticipated. I was recently talking with Karick Price, an owner himself, (I think you might know) as I live in the neighborhood he used to live in, and he has visited to see my car. Before advertising the car in *Turning Wheels* or other publications, I thought I might reach out locally to see if I could find anyone interested in the car. Karick suggested I contact you, knowing your great interest in all things Studebaker, and your participation in Florida activities.

If you might know anyone who would have any interest in such a purchase, or just like to see the car, I would love to hear from you. I will be glad to tell you (or them) much more about the car, which I drive regularly. Please contact me by phone, text, mail, or e-mail. Thanks so much for all the work I'm sure you do on behalf of Studebaker owners!

Dave Sutton
1235 Munster Street
Orlando, Fl 32803

407-758-4110

Davsutton@aol.com



Here are the details of my car.

It is a 1955 Commander coupe, white on red. Auto, p/s, p/b, electronic ignition, alternator, electric fuel pump. otherwise original. It has been maintained the past 10 years by Mike at Allpro Automotive, 904 277 7177. I am asking \$19,000.

Please notify your membership about this car,
Hal Mather

(He sent 17 color photos of this car. Email me and I will forward them to you.)

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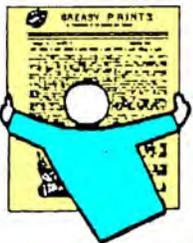
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From The President
By Dick Langlotz



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The Orlando Area Chapter will be hosting the
2017 Florida State Meet!

Mark your calendars...Nov 3-5 2017!

It will be a new format, more excitement, more activities...an event
not to be missed!

Safe travels to all of you heading to the SDC International Meet in
South Bend IN!

My Studebakers and Frank Ambrogio

In 1975 I bought my first Studebaker----sort of----an Avanti II.

I always liked the Avanti, but forgot about them until 1970 when I lived in Detroit.

An Avanti passed me on Woodward Avenue---it looked like it was new---I said WOW---and followed it until the driver parked by the curb in Birmingham, a township north of the city. So I parked in back of him, got out, introduced myself, and asked if he would mind if I looked at it. That's when he told me that the car was still being made in South Bend, as the Avanti II. I was driving a 1969 Corvette T-Top, but the Avanti was something special.

The Corvette lasted until late 1973 at which time I was living in Florida.

1973 was the year of the first gasoline crisis; long lines waiting to get gas, some stations limiting the amount of gas you could buy, panic, and large gas guzzling cars sitting in dealer showrooms while everyone was looking at and buying little four cylinder imports.

What a great time to trade in the Corvette on a land yacht 1974 Buick Electra 225 two door hardtop. Did I get a deal.

Brocade seat upholstery, every conceivable option, a big 455 cube engine, and it rode like a sofa.

It lasted one year. It was too much car for me.

I remembered Detroit and that Avanti II, so I wrote a letter to Avanti Corporation, South Bend, Indiana, to see if they were still in business. Two weeks later I received a nice packet with a brochure, information, pictures, and a personal letter from Nate Altman.

Yes, he would take the "land yacht" in trade toward a new Avanti II, and invited me to come up to South Bend and spend the day touring the factory. It was a "no brainer".

By the end of the day I had ordered a new 1975 Avanti II.

"Studebaker" was still not registering---all I knew was Avanti II---until 1980 when in the used car column in the Orlando Sentinel there was an ad for a 1964 Studebaker GT Hawk. It wasn't that far away, so I went to see it. It was in the parking lot of an apartment complex, the young owner's late uncle had owned it, and it looked rather odd among the newer cars. He had no interest or use for it.

After looking it over for a while and thinking it would be an interesting project to work on, we talked, I made him an offer, and he took it.

Then someone got in touch with me. They were going to organize an Orlando area Studebaker Drivers Club, and wanted to see if I was interested. OK. Sounded like fun. That was Frank Ambrogio.

He had recently found a '56 Golden Hawk. What I didn't know was that he had also looked at my '64 GT Hawk, and went home to think about it.

If it wasn't for me, Frank would never have become famous for becoming the "go to guy" for all questions '56 Golden Hawk. Frank's '56 Golden Hawk that he found was even nicer than my '64 GT.

So Frank and a group of us that he tracked down became the founders of the Orlando Area Chapter of SDC. And shortly after, I think 1984, we hosted a big meet---maybe the National Meet---in Kissimmee, Florida. Frank and Anita Ambrogio have been tireless workers for all our Studebaker meets, and Frank has contributed countless hours to writing articles for our newsletter, and also for all the '56 Golden Hawk owners out there in "Studebaker Land".

Over the years we have seen members come and go, and for many years we were quite active.

Frank acquired a second '56 Golden Hawk, just as nice as his other car. One was an "automatic" and the other was "three on the tree". All these years Frank and Anita have remained good friends.

Then one day in 2000 I spotted another advertisement; this time in our Avanti newsletter. The Avanti and Avanti II owners had organized, and we had an Avanti club in Florida.

The ad was for a 1964 Avanti, a "real" Avanti. I called Frank and asked if he would like to take a ride with me to see it----it was in Crescent City, Florida ; about an hour and a half away, about half way between Palatka and Jacksonville. Sure, why not , he said. I called the owner and we were off on the chase.

The car was a late 1964 Avanti, an R-1, in Avanti grey, black interior, with air conditioning, automatic transmission, power steering, brakes, and radio. It had the "thick seats". Number 5406. And it had a set of big round driving lights mounted on top of the front bumper. The owner had ordered and bought the car "new" in Miami, Florida, when he heard that Studebaker was ceasing production of Avanti's in December of 1963. He wanted a "black" car, but was told at that point that he would have to settle for what the dealer could locate. The owner, who was now retired, had worked at the Miami International airport, and told us he had arranged once to see what the car would do. It did about 130 miles per hour.

He loved the car, but then he became concerned about leaving it parked on the street, damage, theft, and finding parts, now that Studebaker had stopped producing the car, and moved most of its operations to Canada. So he kept it mostly in a garage, and took it with him when he retired and moved to Crescent City. When we saw the car, it was under a carport, the original paint was dull, the weather-stripping was aged and dry, and the interior was perfect. It started up, and only had about 30,000 miles.

The owner told us that occasionally he would take the car for a very short drive in the area, have the oil and fluids changed, put in a little fresh gas, and park it again. But he had to use an "octane booster" additive. Otherwise it would "ping". We took it for a drive---it ran well---we struck a deal---and Frank and I proceeded to drive it home; I drove the Avanti, and Frank followed in the other car.

Now this car had not really been driven or serviced n many years----maybe close to thirty years.

But everything was working well; it accelerated, stopped, no strange noises, we were doing 40-60 miles per hour, we got to within ten miles from home, and then it died as we accelerated from a traffic light.

So we coasted to the side of the road, and "that's all she wrote", "kaput", "muerto", "finished".

Hello Triple-A tow truck. Thank goodness that Frank was there !

The next day we found out that the original distributor condenser had failed. It lasted 36 years.

Fast forward---the car is still a lot of fun to drive, and is a real head-turner. We did a frame-on refurbishment, replaced all the weather-stripping and front and rear glass seals, painted the car Avanti Maroon, a very late color, and replaced the original R-1 heads with the optional lower compression heads to eliminate the “ping” or premature detonation. I’ve driven the car from Florida to Canada, and it now has a little over 40,000 miles on it.

Larry Golub

Longwood, Florida

****Editor’s Note...I want to thank Larry for this feature story. I have seen his cars at car shows and at our meets...he really embodies the joy of DRIVING our Studebakers! Thanks Larry for a great article! Now...who is going to be the next to submit one???**

Your Board of Directors has agreed to try something new for the 2017 Florida State Meet. Following the line of thinking of the SDC National Meet Committee, we feel the enthusiasm for a traditional “Sit and sweat in a parking lot and wait for the judges then go to an over-priced banquet” is getting old. After all, we ARE the Studebaker DRIVERS Club, are we not??

So, that being said, get those Studebakers gassed up! Saturday will be a fun day of touring to several historical auto related sites in the central Florida area. Lunch will be on your own between the stops...and we have suggestions on several great restaurants. There will be time to look and learn at each stop as well as time to socialize with other Studebaker motorists at lunch. Then back to your hotel room to freshen up and off to an evening car show.

But what about judging? When will I get my valve covers polished? My white walls scrubbed?? Relax....there will be no judging. Every one of us has a Studebaker (or several) that we love. It does not have to be 400 point perfect. It can be a diamond in the rough. But the main thing is we have them and we are proud to be a Studebaker owner. So why not let the rest of the world see just how COOL Studebaker folks are???

We will be participating in the Lake Mary Cruise In on Saturday evening. There are numerous restaurants within walking distance of the cruise in. There is no fee to enter the cruise in. It is all about enjoying our cars!

So, get ready to take Studebaking to the next level! Mark your calendars and watch the next issues for Greasy Prints for more details!

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

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Secretary Cindy Foust
Treasurer Jane Stinson
Editors Ann Turner
Board Member Lanny McNabb
Zone Coordinator John Baumgarten simpoffsup@bellsouth.net
Regional Manager Bo Markham bomarkham@embarqmail.com

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

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ORLANDO AREA CHAPTER - SDC
CHARLIE STEFFY
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ALTAMONTE SPRINGS FL 32701





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ESTABLISHED
OCTOBER 15, 1983
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JUNE 19, 1984

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Web: <http://clubs.hemmings.com/oac>
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Newsletter items must be received by the 25th, even months

Volume 35 Number 4	July August 2017
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OAC/SDC Monthly breakfasts TooJay's Deli
Lake Emma Road Lake Mary, FL 8 AM!

July 30th, August 27th, September 30th



**MARK YOUR CALENDARS!
SAVE THE DATE!
THE EVENT OF A LIFETIME!!**

The Orlando Area Chapter SDC is hosting the Florida State Meet this year. The format is all new. The fun is nonstop!

November 4-5 2017

A day of Driving your Studebaker to some historical spots in the Daytona area followed by Displaying your fine automobile at the Lake Mary Cruise In for all the car people to see, not just Studebaker folks!

Farewell Breakfast Sunday morning at TooJay's Restaurant.

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September October 2017



Be sure to stop by at one of our famous
OAC/SDC Monthly breakfasts TooJay's Deli
Lake Emma Road Lake Mary, FL 8 AM!

Sept 24th Oct 29th Nov 26th

The Clock is ticking...have you registered for the
2017 SDC Florida State Meet Yet?

An all new format sure to make everyone appreciate
Studebakers!!

And best of all....it is F R E E !!

See the application in the September Turning Wheels
and send it in now!

An amazing story of true love and dedication to Studebakers from Jim and Stephanie Bell :

The 1st Drive for our Studebaker Electric Wagon since restoration began.

The Bell's Studebaker Diner & Museum is very proud to own the 1902 Studebaker Electric Wagon and bring it back to life.

After many years of research and restoration, the true test for any vehicle is to test drive it for the first time.

The Northwest Chapter of the Antique Studebaker Club was having its Zone Meet Tour in Spokane WA. area and was going to the Studebaker Garage in Harrington, WA.

We made arrangements to tuck the wagon inside the garage, hiding it until the tour arrived.

Jerry Gieseke and I bought matching vintage outfits to drive the wagon out of the Studebaker Garage and surprise everyone as we drive it for the first time in many many years down the main street. Jerry's wife Joan has been so supportive of Jerry helping with this project and was hemming our vintage pants the night before.

It was only fitting to give Jerry the honor of driving the wagon for the 1st time, since he did the majority of the work on it.

The day of its unveiling and drive downtown Harrington went without a hitch!

A great time after recycling a very rare piece of history!

Watch the Video!

<https://www.youtube.com/watch?v=a05hCJr7ei0>

Hope you like the video and subscribe to our channel for future videos.

About the Restoration

<http://forum.studebakerdriversclub.com/showthread.php?48981-Studebaker-Electric-Wagon-Restoration>

Before



After



We still have to do some side lettering to let people know it's a Studebaker, the volt/amp gage to add and the side lamps, but seeing it in action was amazing!

Thanks to everyone who had a hand in helping with this unique project.

It will bring a lot of new exposure to Studebaker vehicles and provide lots of enjoyment to those who see it for many years to come.

James and Stephanie Bell



Another story of a Studebaker on the road...well...sort of.

This summer your Editor decided to participate in the AACA Founder's Tour in and around Gettysburg PA with my 1941 Commander Skyway Cruising Sedan. My trusty navigator and sidekick was another Studebaker guy...Mike Margerum from Elizabethville PA. A few days before the tour my plan was to take the '41 to Mike's and using his lift give it a thorough once over and service everything needs servicing. I set out in the morning and heard a bit of a tap in the motor. Hmmm. I pulled over and checked the oil. Full. And clean. Back on the road and the sound is getting a little louder. I call Mike and tell him I am taking the car back home. I get back to Lititz PA (where the '41 lives) and poof! She stops dead in the alley behind my old Elementary School 4 blocks from home.

I pull out my AAA Gold Card (a must for any antique car owner!) and I am told the roll back will be there in 40 minutes. As I am sitting in the car trying to diagnose the issue a black VW van pulls up. At that moment I was not feeling overly perky or chatty about antique cars. I did not recognize the guy who was getting out of the van. Rather I was preparing my short but polite answers to the obvious questions I knew were coming. To my surprise the guy hollers "Hey Charlie! This does not make Studebakers look good!" Now it comes to me...the

fellow is none other than Dale Grube. The Grube family is probably the most loyal Studebaker family ever. Fathers, Uncles, Brothers...EVERYONE drove and still drives a Studebaker. (If you have been to the Studebaker National Museum, the 1956 President Classic is a Grube Studebaker! Bought new in Ephrata PA and for an extra \$25 got the "Golden Hawk only" green and white color combination on their sedan!)

And now the good fortune comes in. Dale is having his Father's 2 ton stake truck transmission gone over to get it road ready. "Who works on Studebakers around here any more?" I ask. "Horsepower Enterprises" he says. A group of real antique car buffs who moved into the old Buick dealership in Lancaster...7 miles away. Knowledgeable and fair. What more could a car guy need in a mechanic??

I make arrangements to take the '41 there and explain my predicament. The car is dropped off on Friday. The tour starts Monday. I fly back to FL the following Monday. Can the car possibly be fixed? In such a short time?

I take off for the tour in a more modern (but still antique) car and meet Mike at the hotel. I tell him my saga and we agree to use his 1960 Lark convertible the first part of the tour. Monday afternoon I get a call. Three teeth are stripped off the timing gear. ☹️ But gears are readily available and they have one sent up and the car is back together, adjusted and road ready Thursday. So I pick up the car and finish the tour and she is purring better than she has in the last few years. You just can't keep a good Studebaker down!





Here you see Mike Margerum at the Gettysburg Battlefield, first along the ridge where the Army of Virginia set up a line of cannon and the second photo is the Pennsylvania Monument.

The trusty '41 has been driven from PA to Kennebunkport ME, Chattanooga TN, the mountains of WV, down the Blue Ridge Parkway of VA and all around central PA. Over 17,000 miles and counting since I bought her in 2006. And the tour schedule is filling up for 2018! There is nothing better than DRIVING a Studebaker!

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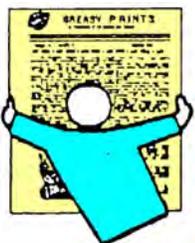
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Volume 35 Number 6

November December 2017



Tis the Season...for the OAC SDC Christmas Dinner!
**Sunday December 3rd at 4 PM at
Stonewood Grille 1210 S. International Parkway Heathrow
FL**

Please RSVP to Bob Coolidge so we will be sure to have
enough seats reserved. 386-736-1016

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

Nov 26th, Dec 31st, Jan 28th Feb 25th

Down the road....Save the Dates of April 13-15 2018 for the SDC Zone Meet
hosted by the North Central FL chapter in Gainesville, FL. It will be a great
event for sure!

The 40th Annual Florida State Meet

November 03-05, 2017

From Frank Ambrogio



The responsibility for hosting the Florida State Meet for 2017 fell upon the *Orlando Area Chapter*. This would be OAC's ninth time as host. With limited resources, our committee of three decided the only way we could honor our commitment was to think outside the proverbial box. Bob Coolidge handled registrations and worked with Charlie Steffy to set up the weekend. My involvement was to order the dash plaques and offer mostly *unsolicited* advice.

Taking a cue from the SDC International Meet's new format, we decided to eliminate the banquet. Carrying things a few steps further, we also scrubbed the traditional hospitality room, goody bags, car show display, judging, swap area, name badges, and awards. We didn't stop there. Although we asked everyone to register so we could have some idea of the attendance, we decided there would be no charge to register and attend the meet. The registrant received a full set of instructions, and a dash plaque. Eliminating all those burdens, what we had left was an event we could manage that was also *different by design*. The only cost to the participant was for food, fuel, and lodging.

The dash plaque theme was to celebrate the 50th anniversary of the ill fated Studebaker Sceptre which had been planned for the 1967 model year. The car never made it to the production phase, but a prototype is on display at the *Studebaker National Museum* in South Bend IN. Searching the Internet, I could not find a photo of the Sceptre that I felt was usable. I had a couple of photos in my possession, but they too did not measure up. I wrote to museum archivist Andy Beckman to see if he could help. He sent the only photo the museum had of the Sceptre, and it was perfect. After adding the appropriate wording, I contacted Stu Tritt of *The Right Impression*, and ordered the plaques. I had worked with Stu during the last five meets for which we served as host, so I knew what to expect and he did not disappoint.

To accommodate those who like to drive their Studebaker, we set up a driving tour. The first stop was at The Casements, named for the large hand-cut casement windows that adorn the mansion. The building has been beautifully restored to function as the Cultural Center for the City of Ormond Beach, Florida. Set on the shore of the Halifax River, and just two blocks from the Atlantic Ocean, the late John D. Rockefeller's winter home is known as "The Jewel of Ormond Beach." The Casements has been officially listed on the National Register of Historic Places and has been designated as a Florida Heritage Site.

A second tour featured a visit to *The Living Legends of Auto Racing, Inc.*, founded in 1993 in an effort to recognize, honor and promote the pioneers of beach racing and stock car racing. Today the organization has over 600 members from around the world and is a 501-C-3 non-profit organization. The all-volunteer Daytona Beach FL based organization hosts a variety of activities throughout the year and publishes *The Cannonball*, a quarterly newsletter.

Sandwiched between the two tours, for those who simply like to eat, we set up a lunch at the

famous *Racing's North Turn* restaurant which sits on the exact location where racing history began in Daytona Beach. The Races took place on the beach starting in 1936 until World War II and then continued with the first Grand National Race in 1948. These great car races ran right outside the door of *Racing's North Turn* each year until 1958, when NASCAR relocated to the brand new Super Speedway where today you can witness the thrill of the Daytona 500 or any one of Daytona's famous Races.

And for those Studebaker owners who like to show off their pride and joy, we attended the Steak „N Shake Cruise In Lake Mary. The famous Steak „N Shake Cruise In is held on the First Saturday of every month. This is a free event and all vehicles are welcome and features trivia contests, 50/50 drawing and music by DJ Laurie.

Food was still a part of the evening. Restaurants within walking distance include: Boston Market, Papa Joe's Pizza, Chipotle Mexican Grill, Gators Dockside, Publix Deli, Noodles and Company, Panera Bread, Burger King, Chill's Grill & Bar, McDonalds, Jimmy John's, Jason's Deli, and of course, Steak 'N Shake.

To complete the weekend meet, we turned our attention once again to food. We gathered Sunday morning at 8:00 AM for breakfast. We chose *TooJay's Deli* which is also where we meet for our chapter's monthly breakfast. We notified the manager that we would have a larger (*numbers, not physical girth*) than usual crowd. The switch back from daylight to standard time that weekend, gave everyone an extra hour before arriving, at least for those who remembered the time change.

With our revised format, we expected a smaller turnout than previous years, and that proved to be the case. We were well aware that our meet might not appeal to the owner who put his car through a major top notch restoration, and only hauled it to shows seeking an award. We also knew that some people are resistant to change and opted out of the non standard meet format.

Since we were not having a banquet and show, we could not get special hotel rates. We listed six hotels in the area and encouraged everyone to stay at the hotel where our previous three meets were held. This would allow them to see some of the cars and visit when we were not on tour. I have no idea if many, or anyone chose to do this.



I met former OAC member George Morrill at TooJay's and we made it to The Casements before 10:30. It was nice catching up on old times and the 50 minute trip seemed more like 10. Once there, we found a few early arrivals and a beautiful white Hawk. Pictured from left to right are: George Morrill, Larry Good, his friend Julio, along with the car's owners, Stu & Sibylle Barson.

Before too long, we had a

nice array of cars and people, and enjoyed meeting and greeting. Most of the folks were from Florida, but we had a few who made it a point to join us from other states, as well as another country. The aforementioned George came in from New



Hampshire, Bob & Denise Stowell arrived from New York, and our long time friends Stu & Thelma Chapman made the trip from Ontario.

In the neighborhood of 11:00 AM, we began our tour with our host Brenda leading us through the mansion. She did a wonderful job of guiding us through the various rooms and leading us up the stairs to the second and then the third floors. We got our exercise and by the time we were done, we were ready for lunch.



But before we departed, *Central Florida Chapter* President Larry Good presented the Robert Cade award to the recipient whom they felt was most worthy. I was quite surprised when my name was called. I've never been much of a fan of awards and don't feel I did anything special to receive this one. I just do what I do, because I can, and I love doing it. If anything, it is probably more selfish than humanitarian on my part.

But this award is special because of who it is named for. I have always had a high regard for Dr. Cade, as well as the entire family who have always treated me kindly. So, thank you Larry and the *CFC*, I appreciate it.

Probably the most fun for me personally was the drive to the *Racing's North Turn* restaurant, roughly 14 miles to the south. All the Studebakers hit the street at about the same time and they were able to stick together for most of the trip. That was one time I truly regretted having sold my cars, because I just don't think there is anything better to do with our Studebakers than to drive as a group to some destination. George and I were in our *modern* car, so I did my best to stay out of the way while still keeping the rest of the fleet in view..



Bob Coolidge had made arrangements with our hosts for seating and we were treated kindly and professionally by the staff.

We were all having such a great time visiting that we overstayed our expected time. It wasn't a problem as the entire weekend other than the first tour, was fairly casual in terms of timing.

We didn't have any particular time that we had to be at the *Living Legends of Racing museum*, so we simply enjoyed the atmosphere and then proceeded on to the museum.



By the time we arrived, many of the group had already entered and were looking around and doing more visiting.

If you are a fan of racing, you should add this stop on your list of things to do. Bob has been involved with the group for many years and has a ton of information regarding the Studebaker connection on the web site he maintains at www.studebakerracing.com.

Both the *Casements* and the *Living Legends Museum* are free, but they do accept donations. Rather than charge our state meet supporters, the *Orlando Area Chapter* made a sizable donation to each entity in keeping with our *fun & free* theme for this year's meet.



From the Museum, we were on our own to get back to Lake Mary and the monthly *Steak 'n Shake* cruise which started at 6:00 PM. Many of the cars arrived before that time, as did we, and I am sure the site of the Studebakers made this night a little more special for all the other hobbyists who were there to display their pride and joy, or to participate as spectators.

There were plenty of restaurants to choose from for those of us who needed to refuel. Anita and I headed to the *Steak 'n Shake* where we interrupted Stu & Thelma who thought they were in for a quiet peaceful dining experience. Fat chance!

Thelma stated she had already ordered a shake and not wanting her to drink alone I ordered one so we could *slurp* together. I hadn't realized that Stu had ordered one also, meaning I really didn't need to be so chivalrous. But the damage was done and I managed to *sip* through it with relative ease and was happy with my choice.



We returned to the cruise after eating and enjoyed more viewing and talking. By the time we left, both Anita and I sounded like we had eaten sandpaper as, when we spoke, our voices were crackling like logs on the fire. We cured our affliction with a Ricola (cough drop) and I embellished the treatment with a snort of Nasonex (nasal spray). By morning we were almost back to normal. However, breakfast and more talking awaited which meant a relapse was on the horizon.

Sunday was the final portion of the meet with breakfast at TooJay's Deli, the place where the OAC meets for breakfast every month. Most of the staff have gotten to know us, through the years and were a bit overwhelmed by the larger, but manageable, than normal turnout. We were all having such a good time that, silly me, I forgot to take a photo. I had put the camera in my pocket when we left the house, and there it stayed till we returned home. Just try to imagine

happy faces and full bellies, and you will see that *one image is worth a thousand pictures!*

The meet was not a state meet in the traditional sense, but it did provide a venue for gathering together, driving and showing our cars, and of course eating as a group. I think I can speak for Charlie Steffy and Bob Coolidge who set up the weekend's events, when I say thank you to all our Studebaker family who showed your support with your participation. Without you, there would be no meet, *and no story*. To those of you who opted to skip this year's meet for whatever reason, I can only say that we managed to have a great time without you.

I hope everyone will plan to attend the 49th Annual southeast Zone Meet in Gainesville next April. It will be hosted by our good friends from the *North Central Florida Chapter*. If history has taught us anything,, we are in for another exceptional meet. Your postal carrier will be delivering a post card with introductory information shortly. If you can't wait for the mail, it will look a lot like this! Will we see you there?



**49TH ANNUAL SOUTHEAST ZONE MEET
"HORSE POWER: 1852-1920"**

**GATEWAY GRAND HOTEL - GAINESVILLE, FL
APRIL 13 - 15, 2018**

**FRIDAY 5:30PM
Country Dinner & Barn Dance**

**SATURDAY
Concours & Awards Banquet**

**SUNDAY MORNING
Coffee & donuts in nearby Newberry to see
the Cade Studebaker collection &
Stephen Allen's parts warehouse.**

We hope to see you for a weekend of fun!

**North Central Florida Chapter
Studebaker Drivers Club**

more info at www.bulletnose.org

Photo courtesy of the Studebaker National Museum

A note from Martha Cade...

I just wanted to let you all know that Danny, Bussey & I had a wonderful time at the State Meet. It started and ended for us with beautiful drives on almost all backroads. On the way home, we saw 2 sandhill cranes and wonder of wonders.... in the Ocala National Forest, we drove by a queen size mattress on the side of the road! How about that? We loved the tour of the Casements and the drive down A1A to Ponce Inlet. If we had had the energy of some of the rest of you, we would have gone on the second tour, but we were feeling a desperate need for naps before the Cruise In. We LOVED the DJ and especially loved the singing Studebaker ads. I had never heard them before. I do wish more people had come to the meet but the crowd that was there was delightful and it gave us a chance to get to know each other better. Larry, I am sorry to tell you that both photos I took of you and Frank were blurry. My camera broke this year and I am just awful when it comes to taking photos with my iPad. After the tour, I decided we would just count on Bussey to take photos. But, I will be shopping very soon for another camera. By the way, you could not have chosen a better person for the Dr. Cade Award. Frank does more to spread the good news about everything Studebaker than anyone I know and... he's just so much fun to be around. Thanks everyone for putting on a wonderful and memorable Meet. Hope to see you all in the spring!

Martha



A final note from your Editor:

This year's Florida State Meet presented some challenges to our small Orlando Area Chapter. A hearty Thank You goes out to Frank Ambrogio and Bob Coolidge for stepping up to make sure this meet did not just fade away. I would also like to thank the following for their financial contributions:

Central FL Chapter, North Central FL Chapter, Big Bend Chapter, South GA Chapter, North GA Chapter and Richard James.

We all pulled together and offered a great, yet different, way to enjoy our Studebakers. Thank you to all who participated. You are the ones that keep this club alive!

Reality Check

Get Moving, Or Move On
By Frank Ambrogio

I bought my first Studebaker in October 1983. It was a complete car, but it needed to have everything rebuilt or replaced. Tom, the previous owner, bought in 1961 and stopped driving it in 1968. The car sat for the next 15 years. His plan, like so many owners of old cars, was to restore it *someday* when he had time. Well, someday never came for Tom. He finally accepted that fact and sold the car to me. It took a year from the day I first contacted him till I made the purchase and towed the car to my home.

After a few years of work and money, I had the car painted, the interior completed, and I was ready for the shows. The car is not a 400 point show winner, but I like to think it would score at least high enough to earn a third place award at an International SDC Meet. I will never know because I sold the car in 2015. It was, however nice enough to be competitive in local shows as well as any Studebaker gatherings. It was also mechanically sound enough to drive on a regular basis.

My point here is that far too often, old car projects sit for decades waiting for their owner to get started on the restoration. In my experience, 90% of the time, that will never happen. If you've had your car for more than 5 years and haven't made an honest attempt to get it on the road, you're probably never going to get there. There are exceptions of course, but they are rare.

I've heard most of the excuses: Once the kids are out of school. When I retire. After I cash in my CD. These are all valid sounding excuses, but the real truth is that the owner just isn't motivated. After completing my car, I believe there are only two things needed to restore a car, *motivation* and *money*. Many people say they just don't have time, but if you have the money, you don't really need a lot of time.

Need the engine rebuilt? Get the car towed to the shop and give the owner/mechanic a list of parts suppliers along with any parts you've already procured. Use the same process for the transmission, exhaust, brakes, etc. Not much of your time involved in either case, just money. If you want to save time and keep the shop folks motivated, spend the money and try to have as many or all of the necessary parts on hand and deliver them along with the car. Once the shop personnel stop working on your project and wait for a part, it might take some time to get back to it again.

You only need time if you plan to do all or most of the work yourself. If that's the case, the extra time means you can get by with a lot less money. Either way, you still need to be motivated.

I think too many owners lack the motivation because they think they have to do a total frame up/body off restoration. That is simply not the case most of the time. That was my original plan but after removing the hood and lower air panel and getting them dipped in an acid tank, I soon realized I could not do that with the rest of the body panels.

This full restoration mind set is probably the biggest stumbling block of any restoration project. You don't need to spend \$90,000 restoring a car that will be worth \$45,000 when finished. A less ambitious plan of attack would save a bundle of money and that same car will probably still be worth \$30,000 to \$35,000. Can you say, *No Brainer?* I don't mean to put any restoration shops out of business. I've seen some top quality restorations and they are impressive. On the other hand, if the car just sits in the owner's barn, the restoration shops aren't making any money on it anyway. So, why not at least try to get the car roadworthy? You can always continue to improve it as you enjoy using it.

Unless you are really into awards and high end judged shows, you're just wasting a lot of time and money on a full blown restoration. More importantly, you're depriving yourself of the fun of enjoying the car. I think the best question to ask yourself is, what will you do with the car once that expensive, total restoration is finished? I love to see a beautifully restored car that will achieve a perfect or near perfect score, at a show. I applaud anyone who can do this. That is not only motivation, but dedication. But I ask you, is that the position you are in, with your car? For the average person, the answer is no.

So, what do you want to do with the car once it is restored? Do you want to keep it in a controlled environment, trailer it to shows, and win best of show awards? Just remember, once the car is done, it will require dedication and vigilance to keep it in that condition in the future. Are you prepared to do that?

But if you want to drive the car to nearby shows and be somewhat competitive, drive it on weekend mornings to keep it running, and enjoy participating in other old car functions, maybe you should take a more sensible approach. Very few spectators at car shows get down on their hands and knees to look at that glistening frame. Is it really that important to remove the body and powder coat it? At my age, it's far too much work to look under there, but even in my younger days, the only time I ever looked at the undercarriage was when the owner placed mirrors on the ground

under the car. Then he had the added problem of hauling the mirrors to the show, and remembering to remove them from under the car before leaving. Oops!

Most people only look at paint, chrome, and interiors while a few check out things like weatherstrip, fit, finish, and other details. If you opt to raise the hood, they'll look at the engine compartment. I'd guess the average spectator spends less than a minute looking at most of the cars in a show. They probably spend a little longer looking at a car that has special appeal to them, and even more time if they get into a conversation with the owner or other spectators.

If doing a full restoration is your plan, more power to you. But don't wait too long. The longer it takes to get it finished, the less time you'll have to enjoy it. I have known several owners who kept procrastinating and fell ill or died before they ever got their project started, or only got to enjoy it for a short time.

In my particular case, the watch phrase was simply, "one step at a time". Despite sitting for fifteen years, we got the engine started in about 15 minutes and waited for the tow truck to arrive. During the next week, I replaced the hoses and belts and then tackled the ignition system. I did each one separately and started the car to make sure it ran before attacking the next part of the ignition. If it didn't start at any point, I'd know which component was the culprit.

Next came the brakes with my Brother-In-Law doing the work while I played the role of the *gopher*. In two weeks, I had a car that looked like crap, but started, ran, and stopped. More importantly, I felt it was safe to drive. After that it was just a matter of attacking one thing after another. Front end rebuild, exhaust, tires etc were all attended to and completed in short order. I repaired a few small holes in the trunk and floor pan, that would be covered by a carpet or mat, so the job didn't have to be perfect.

I did get the engine rebuilt, but I'm not sure this was necessary for a car I drove about 1200 miles a year. But I didn't know any better at the time.

It's funny! I spent more money on the car getting it ready for paint and upholstery, yet the car didn't look much better than it did the day I had it hauled to my home.. Painting cars in the 1980s was not the involved process it is today. The body shop repaired the few rust spots and smoothed out the body. The \$2200.00 paint job which included re-chroming the bumpers, was the most dramatic change in the car.



Brother-In-Law, Ed offered to do the brake work, but he thought I was wasting my time.



The most dramatic change took place when the car was finally painted. It looked beautiful even without the side trim, wheelcovers and bumper guards.

Suddenly, it looked absolutely stunning even without the wheelcovers and side trim. Once those items were added and the interior finished, the restoration was basically complete. Through the years, I've upgraded some items such as the steering wheel and stainless exhaust, but the basic restoration still took less than two years.

Something else to consider, and probably most important, is the fact that the longer you wait, the less likely you will be able to tackle some of the simpler jobs as they arise. Thirty years ago, I crawled under the dash board and replaced every gauge. Today, I'm no longer physically able to do that and I eventually had to sell both my cars because I simply could not take care of them anymore.

But, I enjoyed driving and showing this car for over three decades. Many owners have spent as much time, and more, planning to restore their car *someday*! I can't put a dollar value on it, but I wouldn't trade those years for anything.

Even though it was not a super restored show car, it was good enough to have its photo appear on the back cover of *Turning Wheels* in October 1996 as well as appear in nine calendars, two magazines, and three books. It also graces the cover of the *1956 Golden Hawk Chassis & Body Parts Catalog* and images of the car are plastered all over the Internet. So again I ask you, how good does your car have to be? I read somewhere a long time ago, that of every 10 cars that are ready for restoration, only 1 gets done. If that's true, I'm happy I was able to land in that 10% group.

If you're not ready to *get moving* on your project, it might be time to do a reality check and *move on!* Maybe the next guy will be motivated enough to get it done!

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

Information about our parent club and chapter

◦ SDC National Officers

President	Tom Curtis
Vice President	Don Cox
Secretary	Cindy Foust
Treasurer	Jane Stinson
Editors	Ann Turner
Board Member	Lanny McNabb
Zone Coordinator	John Baumgarten
Regional Manager	Bo Markham

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

◦ OAC Chapter Officers

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

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Send your **Name**, **Spouse's Name**, **Address**, **Phone #**, **Email address**, and list of **Studebakers owned**, along with your check made payable to:

Orlando Area Chapter - SDC

Mail to:

Bob Coolidge

3860 Bird Dog Lane

DeLand, FL 32724-7425

Bob Coolidge, 386-736-1016, trnstrtrk@bellsouth.net

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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